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No. 19,417. 第一萬九千四百十七號 庚申年七月十一日 HONGKONG, TUESDAY, AUGUST 24TH 1920. 禮拜二 中華民國九年八月廿四號 PRICE, $3 PER MONTH.

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FRENCH LESSONS

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PEAK TRAMWAY CO.,
LIMITED.

TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 9.30 " " 10 "
9.30 " " 11.00 " " 15 "
11.30 " " 12.30 p.m. " 15 "
12.30 p.m. " 2.30 " " 10 "
2.30 " " 5.00 " " 15 "
5.00 " " 8.10 " " 10 "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS.
Extra Car—12 midnight.

SUNDAYS.
7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 "
11.30 " " 12.00 noon " 15 "
12.00 noon " 1.00 p.m. " 10 "
1.00 p.m. " 5.30 " " 15 "
5.30 " " 6.00 " " 10 "
6.00 " " 6.30 " " 15 "
6.30 " " 8.10 " " 10 "

NIGHT CARS.
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

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[58

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS.

Stations		No. 2A Local a.m.	No. 6 Through Express a.m.	No. 7 Local a.m.	No. 9 Through Slow a.m.	No. 11 Local a.m.	No. 13 Through Express p.m.	No. 17 Local p.m.	No. 19 Local p.m.	No. 21 Local p.m.	No. 23 Local p.m.
CANTON (Tai Sha Tau)	dep.		7.30		[illegible]		[illegible]				
SHEKLUNG	arr.		8.40		11.09		[illegible]				
	dep.		[illegible]		11.37		[illegible]				
Sham Chun	arr.		[illegible]		[illegible]		[illegible]				
	dep.	7.27	10.30	8.10	[illegible]	11.48	[illegible]				
Sheungshui	dep.	[illegible]	—	8.16	[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]
Fanling	dep.	7.37	—	[illegible]	[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]
Taipo Market	dep.	7.46	—	[illegible]	[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]
Taipo	dep.	[illegible]	—	[illegible]	[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]
Shatin	dep.	8.06	—	[illegible]	5.00	12.09	—	[illegible]	[illegible]	[illegible]	[illegible]
Yaumati	dep.	[illegible]	—	[illegible]	[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	—
Hunghom	dep.	[illegible]	—	[illegible]	[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	—
KOWLOON	arr.	[illegible]	11.10	[illegible]	[illegible]	12.44	7.35	[illegible]	[illegible]	[illegible]	[illegible]

UP TRAINS.

Stations		No. 4 Local a.m.	No. 6 Through Express a.m.	No. 8 Through Slow a.m.	No. 10 Local a.m.	No. 14 Local	No. 16 Local p.m.	No. 20 Local p.m.	*No. 12 Through Express p.m.	No. 22 Local p.m.	No. 24 Local p.m.
Last Ferry leave	H.K.	[illegible]	[illegible]	[illegible]	[illegible]	11.45 a.m.	1.05	[illegible]	[illegible]	[illegible]	[illegible]
KOWLOON	dep.	[illegible]	8.10	9.20	[illegible]	[illegible] p.m.	1.12	[illegible]	[illegible]	[illegible]	[illegible]
Hunghom	dep.	[illegible]	—	[illegible]	[illegible]	12.06	[illegible]	[illegible]	—	[illegible]	[illegible]
Yaumati	dep.	6.57	—	[illegible]	[illegible]	12.09	[illegible]	[illegible]	—	[illegible]	[illegible]
Shatin	dep.	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	[illegible]	[illegible]
Taipo	dep.	[illegible]	—	10.00	[illegible]	[illegible]	[illegible]	[illegible]	—	[illegible]	[illegible]
Taipo Market	dep.	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	[illegible]	[illegible]
Fanling	dep.	[illegible]	—	[illegible]	[illegible]	12.47	[illegible]	2.10	—	[illegible]	[illegible]
Sheungshui	dep.	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	[illegible]	[illegible]
Sham Chun	arr.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	dep.	—	[illegible]	10.50	—	—	—	—	[illegible]	—	—
SHEKLUNG	arr.	—	[illegible]	[illegible]	—	—	—	—	[illegible]	—	—
	dep.	—	10.40	2.15	—	—	—	—	[illegible]	—	—
CANTON (Tai Sha Tau)	arr.	—	[illegible]	[illegible]	—	—	—	—	6.40	—	—

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with [illegible] as shown.

SHA TAU KOK BRANCH.

		a.m.	a.m.	p.m.	p.m.
Fanling	dep.	8.50	12.00	2.20	6.00
Shataukok	arr.	9.45	12.55	3.15	6.55
Shataukok	dep.	7.05	10.20	1.05	5.00
Fanling	arr.	8.00	11.15	2.00	5.55

45

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	Dock No. 1.	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet	350 feet	714 feet
Width of Entrance on bottom	77 "	53 "	89 "
Water on Blocks at Spring Tide	26 "	24 "	34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

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Max. Length of Ship taken	460 feet	550 feet	470 feet
Max. Breadth of Ship taken	56 "	65 "	[illegible] "
Max. Draft of Ship taken	21 "	26 "	[illegible] "

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

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Floating Crane capable of lifting 20 tons weight.

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NOTICES TO CONSIGNEES

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO.

THE Steamship

"ELKHORN"

having arrived from San Francisco via ports on [illegible] 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godowns Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 A.M. on Aug. 24th, 1920, by the Company's Surveyors Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognised after the Goods have left the [illegible] Goods undelivered on and after August [illegible] will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.,
Agents.
1st Floor, Powell's Building,
12, Des Voeux Road Central.
Hongkong, August 17th, 1920. [1346

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KUMSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by Aug. 27th will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, August 21st, 1920. [1363

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

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Goods not cleared by Aug. 30th, 1920, will be subject to rent.

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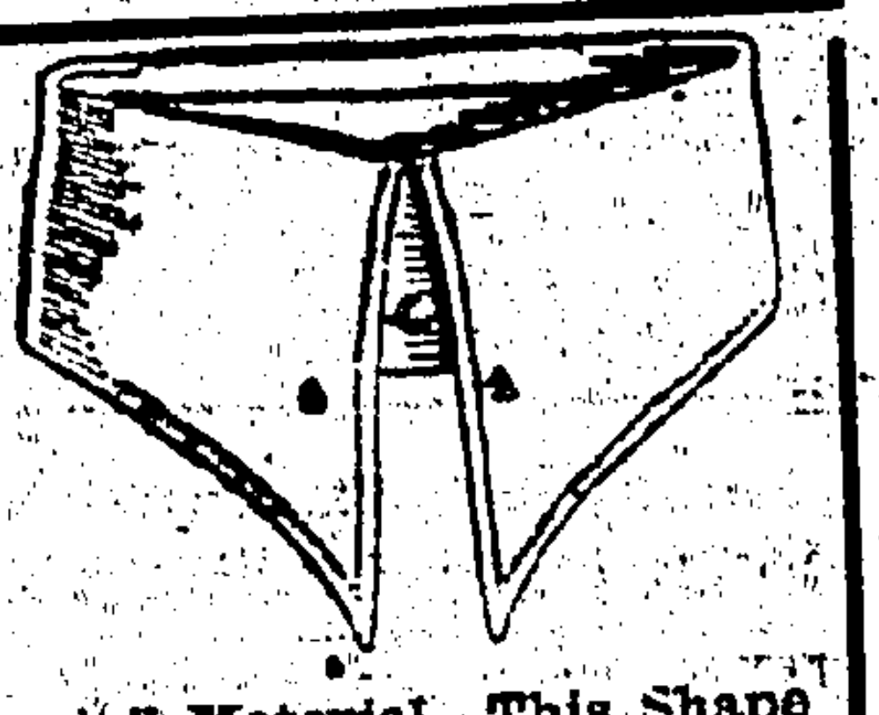

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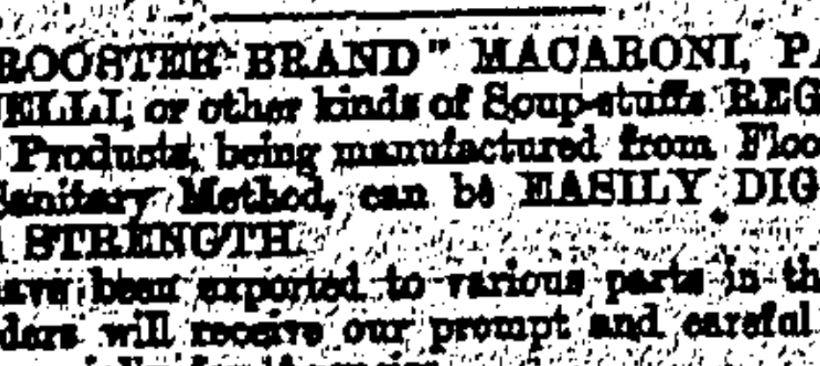

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AMAZING ADVENTURES.

BRITISH OFFICER IN BOLSHEVIK ASIA.

Reuter's Agency has received a detailed account—as complete as is available at the present moment in view of the possible danger to people still remaining in the country—of the experiences of Major F. M. Bailey, the Indian political officer, whose sudden reappearance on the Persian frontier, after a period of prolonged silence in Central Asia, has occasioned so much interest.

In August, 1918, Major Bailey, accompanied by another Indian officer, Major Blacker, arrived in Tashkent, having been sent on a special mission to the local authorities by the Government. Shortly after they reached that town, Sir George Macartney, the British Consul-General at Kashgar, also arrived in that place with a view to returning home on leave *viâ* Russia. On his arrival Major Bailey had several interviews in his capacity as a British officer with the local Bolshevik authorities in Turkestan, but was unable to get any satisfaction from them. Sir George Macartney, who soon found that he could not return, as he had hoped, to London *viâ* Russia, had to make arrangements for going back through India. In due course he left, and Major Blacker also returned, leaving Major Bailey alone in Tashkent, the latter and the American Consul, Mr. Tredwell, being the only two Allied representatives in the place.

Shortly after the arrival of Major Bailey's mission, there had unfortunately been a collision between the British troops and the Red army near Askabad, and this had the effect of making the Bolsheviks very suspicious of the British Officers. In the meantime numerous messages were sent to Moscow, and Major Bailey awaited some kind of recognition, but this was refused. One day he and the American Consul and practically all the Allied subjects in Turkestan were placed under arrest. Major Bailey and Mr. Tredwell were not themselves put in prison, although the others were, but were kept for twenty-four hours under arrest and then released. In the case of Mr. Tredwell a full apology was given by the Bolshevik authorities, but nothing of the sort was tendered to Major Bailey. It came to the notice of Major Bailey through friends in the wireless service, who were subsequently shot, that a message had been received ordering his return to India, and that another message being sent from Moscow ordering his arrest. He then applied for official sanction to leave Tashkent and to return to India, but the Chief Commissary refused to grant this. The Turkestan officials did not apparently want to arrest him, but said that grave suspicions were entertained regarding him at Moscow, and in consequence it was clear that the local Bolsheviks wanted to detain him pending further instructions from the Soviet Government.

SUDDEN DISAPPEARANCE.

In view of these circumstances Major Bailey suddenly disappeared. Through the assistance of a certain friend he was enabled to enter a house in his ordinary attire and to emerge from another shortly afterwards disguised in Austrian uniform. A rigorous search was subsequently made for him all over the town, but he was helped by friends, and for a fortnight remained hidden, without once venturing into the street. All kinds of reports were current, one rumour being that he had been captured in Samarkand. On one occasion a man resembling him was seen and arrested. At the end of his fortnight's hiding he went out for the first time, and in disguise drove a cart out of the town. He failed in an attempt to leave Turkestan, and he found that all the roads were rigorously guarded. The authorities were thoroughly suspicious, and Major Bailey was also much hampered through sickness. At this period he found it quite impossible to enter Tashkent, as a counter-revolution had broken out. Every house was searched and all suspects arrested. No fewer than 4,000 persons were shot, and in fact, a great proportion of the men of the upper classes of the town were wiped out. These unfortunate people had a farcical kind of trial, at which no defence was allowed. The head of the Swedish Red Cross, who had no possible connection with politics, was among those shot. They were stripped of their clothes and kept waiting naked in the freezing cold until their time for execution. As a matter of formality a list of those executed was prepared, but was subsequently lost.

During all this period Major Bailey, being naturally unable to enter the town, remained in hiding, but after the executions he thought it would be possible to re-enter Tashkent. At that time it was expected locally that the British force, which was at Merv, would advance, and he thought better to wait until this had been accomplished. But time passed, and news came through eventually of the retirement of the British and the impossibility of anything like an advance into Turkestan. This caused the most bitter disappointment to the Mohammedan inhabitants of Turkestan.

IN BOLSHEVIK SECRET SERVICE.

Major Bailey then realised that he had to get out of Tashkent somehow, and there were only two ways in which this could be accomplished; either to get employment in Bolshevik Administration or to make a bolt across the desert, which at that season of the year, owing to drought and heat, was impossible. After several weeks Major Bailey, by means into which it would be unwise to go eventually became engaged in the Bolshevik counter-espionage service as an Austrian who had lived for two years in America and spoke a little English. At this moment the Bolshevik Commissaries had received information of the presence of a number of British officers, who were said to be in Bokhara organising the Bokhara force, against the Reds. Of these they wanted details, but they realised that it was very dangerous work. Eventually an agreement was fixed up by which Major Bailey was to do this work, and he had an interview with the Chief Bolshevik Commissary in order to receive his final instructions. Happily this talk took place in the street, and the Major, who was armed with all kinds of passports, many of which were fictitious, succeeded in getting his arrangements made without the close inspection which would have been made had the examination taken place in the Commissary's office, in which all the spies of Turkestan were engaged. Dressed now in Russian clothes, Major Bailey left by train for New Bokhara, spending some six hours *en route* at Samarkand. An extraordinary thing occurred in Bokhara, for while he was there the Bolshevik agent who was accompanying him received wireless from Moscow asking if any news had been received of the "Anglo-Indian officer Bailey." Major Bailey helped to draw up the reply to this, informing Moscow that it was believed, on the information of spies, that three Europeans, desguised, one of whom was doubtless Bailey, were at that moment *en route* for the Pamirs.

(Continued at foot of next column.)

A DIFFICULT ESCAPE.

In the hotel at New Bokhara, Major Bailey found Mohendra Pratab, the notorious Indian agitator, who had spent a considerable portion of time during the war in Berlin, and who described himself as "President of the Provisional Government of India." Major Bailey got in touch with this person, and conversed with him for over two hours in German. On the following day he left for Bokhara City, ten miles distant. Here he lay concealed for a period of two months, and found, as he had known, that the Bolshevik report of the presence of British officers in that town was fictitious. One night Major Bailey, accompanied by a number of Russians and Austrians who were anxious to escape, rode out of the town, crossed the railway, and in two days reached the Oxus. The party numbered twenty-five, and they were mostly unarmed. They had a period of prolonged anxiety and considerable suffering in travelling through the desert, which was traversed for some six days until they reached the Kushk Railway. Here they found the line held by the Bolsheviks, and they had once more to cross under cover of darkness. They then had another three days' experience of the desert, with severe shortage of food, being compelled to eat the forage for their ponies. They came across wells here and there, but the water in the surface ones was too brackish to drink, while others were of immense depth; one, for instance, was more than 750 ft. deep, and it took ten minutes for each camel to pull up a bucket.

Finally the little party reached the Persian frontier, and unfortunately, at the very end of their journey, they ran into a patrol of native Bolshevik troops, who at once opened fire upon them. Their aim was very wild, and although Major Bailey and his companions disposed of two of the Reds, none of the fugitives was hit. After their experiences, another five days' march brought Major Bailey and his companions to safety at Meshed.

THE STANDARD OIL CO.

200 PER CENT. DIVIDEND.

The Standard Oil Company of New York has called a meeting to increase the capital of the company from $75,000,000 to $150,000,000 and declare a dividend of 200 per cent.

THE RUSSIAN FAR EASTERN GOVERNMENT.

FATE SEALED.

The Communist party at Vladivostock has passed a resolution to issue a statement similar to the agreement recently signed between the Verkhne-Udinsk Government and the Communist members of the Vladivostock so-called "Peace Delegation," (recognising the supremacy of Verkhne-Udinsk in Eastern Siberia pending the holding of a general election, agreeing to Verkhne-Udinsk as the venue of the conferences between the Far Eastern Governments, and providing that Verkhne-Udinsk guards shall occupy the railways after the evacuation of the Japanese).

This action on the part of Vladivostock Communists is regarded as sealing the fate of the movement to unite the various Far Eastern Governments and as spelling collapse of the negotiations.

AGITATION IN KOREA.

VIOLENCE AND TERRORISM.

AMERICAN CONGRESSIONAL PARTY THREATENED.

The following semi-official statement was published at Seoul on August 16th:—

"Korean agitators, having been frustrated in all their attempts to incite the populace to fresh disturbances, are now resorting to violence and terrorism.

"Thus a bomb was thrown in the Provincial Office at Pingyang on the evening of August 3rd. Some window-panes were broken but nobody was hurt. The bomb thrower has since been arrested. Again, at about nine o'clock yesterday evening another bomb was thrown at the entrance to Shingishu Station Hotel. A few window-panes were broken but beyond that there was no damage done. The bomb throwers, however, escaped.

"The rumour is current that agitators are scheming to make a demonstration on the occasion of the visit of the American Congressional party to Seoul on the 24th inst. and furthermore that a plot is afoot to wreck the train conveying the party, in order to produce international complications. The police are taking active steps to prevent any such untoward occurrences."

A STANDARD OIL SKYSCRAPER.

Twenty stories in height and costing in the neighbourhood of $4,000,000, plans are being prepared by the Standard Oil Company of California for a skyscraper that will be one of the most distinctive commercial buildings in the United States. The Standard Oil Building will be on the south-west corner of Bush and Sansome Street, San Francisco, and will be the last word in modernity as applied to steel, brick and stone construction. A fifty-year lease, at a gross rental of $2,000,000 has been announced by the Anglo and London Paris National Bank for a large portion of the ground floor space of the Sansome Street frontage of the building.

THE CURSE OF THE SLUM.

IS IT JUST?

SERMON AT ST. JOHN'S CATHEDRAL.

The Rev. H. Copley Moyle in his sermon at the morning service at St. John's Cathedral on Sunday took for his text:—Micah (6.8), "He hath shewed thee O man what is good; and what doth the Lord require of thee, but to do justly, and to love mercy, and to walk humbly with thy God," and said:—

The prophet Micah was a contemporary of Isaiah but younger than he. He lived and prophesied in the reigns of Jotham and Hezekiah, kings of Judah. He did not belong, like Isaiah, to the ruling classes, but was one of the poor country people. It seems that one of the unexpected results of the reforms of the good King Hezekiah, was to make the religious leaders of the people more dependent on the ruling class than they had been. "They build up Zion with blood, and Jerusalem with iniquity. The heads thereof judge for reward, and the priests thereof teach for hire, and the prophets thereof divine for money." The country had prospered, and increased trade had made the rich richer and the poor poorer. Micah rebuked the greed which took no thought for the welfare of others as long as self could accumulate riches. He called the evil-doers in no uncertain words to repent, and reminded them that their religion must be shown in their life. It was all very well and right to maintain the temple service, but that was no substitute for uprightness. "Shall I come before the Lord with burnt offerings, with calves of a year old? Will the Lord be pleased with thousands of rams, or with ten thousands of rivers of oil?" he asks, and goes on to say "What doth the Lord require of thee, but to do justly, and to love mercy, and to walk humbly with thy God?"

It is a high standard that the prophet sets before his hearers. It would be difficult to find a higher before the time of our Lord Himself, who taught us the higher law of love "Thou shall love the Lord thy God with all thy heart .... and thy neighbour as thyself."

But in spite of nearly 2,000 years of Christian civilization have we yet reached the standard the prophet suggests?

"To do justly;" if everyone carried out that precept this world would be a foretaste of Heaven. If in all matters the question asked were not, as it so often is, "Will it pay," but "Is it just?" the result would often be different from what it is now. We all like to think we are just, but are we? It is recorded that the late Archbishop of Canterbury used to count it one of the highest commendations bestowed upon him, that a school-boy, whom he had punished when Headmaster of Rugby, wrote home to his parents and said "Temple is a beast, but he is a just beast." Would it make a great change in the commercial and industrial world, if wages and prices were fixed on a basis of justice? Is it just and right here that large members of the population should work hard and long for a paltry pittance that barely suffices to keep them alive, while other people come here and in a few years make enough money to retire and live in luxury and idle self-indulgence for the rest of their lives?

God made man and gave land to provide him with food, and air to breathe and water to drink. Is it just that one man in England should have thousands of acres of land while others should have none but the crowded slums where there is little air or sunlight and no beauty. Is it just? Put that question to yourself and think about it; don't answer it hastily, don't brush it aside as impractical, but think it out, Is it just?

I was reading last week an article in the *Nineteenth Century* by Dr. Scharlieb that is calculated to make the most thoughtless think. The article is called "A Terrible Census" and it relates to a Report issued by the Medical Department of the Ministry of National Service on the results of the Medical examination of men in England who were liable for military service. They were divided into four grades. First, those who were quite fit; these numbered 38 per cent. Secondly, those who with some treatment might become fit. These were 20 per cent. In the third grade were those who could never become fit. These numbered 31 per cent. The fourth grade were hopeless invalids; these numbered 10 per cent. Only 56 per cent. or a little over half the male population of England were in anything like normal physical health, and when we ask why, the answer suggested by the writer is want of enough food, bad housing and unhealthy surroundings. "The housing of the working classes is bad and unhealthy all over the district and not only in the towns and urban districts. The country cottages are often ill-built, inconvenient, damp and without a supply of clean water," such is the judgment of Dr. Scharlieb.

Is it just to allow such a state of things to continue? It seems to me that one of the causes of this state of things (there are other causes no doubt contributing to the same end) is the private ownership of land. Wherever that has been allowed it has resulted in luxury on the one hand and poverty on the other. The historian J. R. Green notes in his history of Britain under the Roman Empire, "Here, as in Italy or Gaul, the population probably declined as the estates of the landed proprietors grew larger, and the cultivators sank into serfs whose cabins clustered round the luxurious villas of their lords." The late Professor Pollock, of Oxford, in his book, "The Land Laws," speaks of the time "when private property in land, as we now understand it, was a struggling novelty." In England in the Middle Ages all land belonged to the King as the representative of the nation, and was granted on condition of services being rendered by the holder, but when Feudalism passed away private property in land became the usual thing though up till the Nineteenth Century common lands were plentiful in England. Is it just to take for personal property what is meant for public use? The fact that the land had been taken from the people and was largely held by a few great nobles was one of the causes of the Russian Revolution.

(Continued at foot of next column).

Here, in this Colony, I believe practically all the land belongs to the Crown, and though in some cases such long leases have been granted as to make it practically private property, yet in theory here the land belongs to the Government and a Crown rent has to be paid for it. That is no doubt the reason that we are so free from taxes in this Colony. It is certain that the modern systems of land tenure in England has led to idle luxury on the one hand and to squalid poverty on the other. Is it just? But the prophet Micah has another requirement which, he says, God expects to find in men, and that is mercy. Justice and mercy must go together. Mercy can never take the place of justice. It is not enough to give money to help such charitable causes as the Homes for poor destitute children, if the fact of those children being poor and destitute is due to injustice. There are people who try to salve their conscience for riches unjustly acquired by giving largely to charities, but such gifts are no compensation in God's sight for injustice. Mercy, as we were thinking last Sunday morning, is an attribute of God Himself, and He looks to see it reflected in our lives. Our Lord Himself has bidden us be merciful "Be ye, therefore, merciful, as your Father also is merciful" and in His Sermon on the Mount He placed mercy amongst the beatitudes "Blessed are the merciful for they shall obtain mercy."

But the prophet Micah adds yet another requirement; justice and mercy are required by the highest teachers of natural religion. But in revealed religion something further is required, "to walk humbly with thy God." We have not done all our duty when we have performed our duty to our neighbour. God who made us has claims upon us. And we know more of God than Micah did. We have received the revelation which Jesus Christ has given us. We know that He has redeemed us, "Ye are not your own for ye are bought with a price." God demands a place in our lives. Our religion is not a system of ethics, but it is a personal union with, and devotion to, a personal Saviour. The Christian life is nothing less than that. There are many who profess to be Christians who aim at nothing higher than the first two requirements of Micah. If they "do justly" and "love mercy," they think they have done all that can be required of them. But that is not the Christian standard. Christ has told us that we must first of all love God, and then we must love our neighbour. That is, indeed a high standard to aim at and one which a life-time may prove too short to attain. But we dare not be content with anything lower, and through the grace of Our Lord we may at length attain it.

DR. REINSCH AND AN AMERICAN FLEET.

THE OUTSTANDING NEED OF NATIONAL COMMERCE.

"It is particularly essential that our Pacific trade should be provided with a sufficient number of vessels of high speed and great carrying capacity," says Dr. Paul S. Reinsch, former United States Minister to China, in an article in *San Francisco Business*.

"The American nation cannot possibly obtain the advantage implied in the possession of our Pacific coast with its magnificent ports unless we provide immediately an adequate fleet of fast merchant vessels. In all those aspects in which speed is essential, our entire American national commerce with the Pacific countries is dependent on this factor. Unless we have rapid and regular mails, and unless the personal representatives of our commerce and industry can reach the various points around the Pacific speedily without being always dependent upon obtaining accommodations on foreign vessels, our commerce in these regions cannot be developed. It is gratifying that a small beginning has been made by way of the assignment to Pacific routes of ten large and fast vessels under construction by the Shipping Board and now nearing completion. We need direct and rapid contact with the great markets and sources of supply on the other side of the Philippines—with Singapore, the great Oriental emporium; with French Indo-China, Java, and Sumatra, Burmah and great India itself. The immediate assignment or other provision of at least five fast vessels alone for the run from San Francisco to these regions is at the present time the most outstanding need of our national commerce. In order that this possibility should be approached within a measurable distance it will be necessary for us to have at least three-fold of our present shipping facilities, so that we may not at many points be either entirely without the means of developing our commercial activities or dependent upon merchant marines belonging to other nations."

SNUFFED OUT.

The "Personal" column of *The Times* contained the following:—

"Messrs. James Taddy & Co., 42-45, Minories, London, E., 1, tobacco, snuff, and cigarette manufacturers, give notice that their factories have closed down on and from this date, "June 23rd."

This action, it is understood, follows a week's strike of workmen, who demanded a substaintial increase of wages, granted, they alleged, by other tobacco firms. The general manager informed the London *Evening News* that "whatever the result of the strike the works have closed permanently." "Taddy's" brands of tobacco have been on sale for 180 years.

ON GARDENS.

PARTICULARLY ON HONGKONG'S GARDENS.

[BY HARRIET OSGOOD TAYLOUR.

Since the days of the Garden of Eden, all wise men have been agreed that the makers of gardens are benefactors of the human race, and deserve the gratitude of the community which they benefit. Nevertheless, since it is also true that a prophet (or any other who works in the public interest) is not without honour save in his own country, we have not many records of local public appreciation of the first planters of garden spots.

When Adam delved and Eve span
Who was then the gentleman?

—we are asked. And if this pair had shown their ingratitude to the Maker of the first garden as early as Genesis tells us, it is not surprising that their gentility is questioned, and that Adam's later efforts to plant gardens on his own account were apparently unappreciated by those who followed him also. By the same analogy, we must not be astonished that that "great general and great gentleman," as *Punch* called General Maude, who retrieved this Garden of Eden, the arid and torrid desert of Mesopotamia, from the devastating hand of the Turk, (and at the same time saved India), was shown no greater mark of honour from his Government than being confirmed in the rank of Lieutenant-General (which he already held).

There are others also who have been concerned in "making the desert blossom like the rose," whose deeds have gone unrewarded except by that subtle form of satisfaction which, we are consoled by hearing, virtue brings. Raffles, who made pleasant gardens and a luxurious town of the pestilent swamps of Singapore, and did more in his five years in Java to make it lovely and of good repute than the Dutch had accomplished in three centuries, was not only unhonoured by the British Government but was recalled by them in a sort of semi-disgrace. And I think I am right in saying that Kew Gardens, started by an English Queen as a Royal pleasaunce, was given by her to the people, who showed their gratitude by publishing scurrilous rhymes about her.

Our own little island gem, Hongkong's garden history has kept to the same rule of conduct and to the same graceful mode of showing appreciation of those who have, or who would, alter our barren, sun-baked rocks into green paradises of trees and flowers and food-yielding plants. How many people, for instance, can tell you the name of the man who planned our small, but very beautiful, Botanic Gardens? Is there so much as a tablet to perpetuate his memory or to remind us of what the Colony owes him? Indeed, no; although a Governor who had nothing to do with it, presides there in enduring bronze. "Good Sir Arthur" would no doubt have been more just if he had had the placing of his own effigy. Yet we do not even remember *him*, in spite of the "propitious site" of his statue, for the European community hardly ever sets foot in the Gardens from one year's end to another, except that mat-shedded portion of it where an annual blossoming of pink and white tickets calls Society to the prize-giving part of the Flower Show. The rest of the year it is given up to the Chinese—to the ogling youths and noisy small boys, to the middle-aged men with their birds in cages, to the tight-trousered, sleek-haired girls whose embroidered shoes betray their calling, to the shrill-voiced amahs and pale-faced babies—white, *cafe au lait*, or brown—for even brown babies can be pale on the lower levels in Hongkong—who take the garden as a matter of course, and are neither grateful nor ungrateful for its amenities. But it is not wasted. Pearls *are* pearls, even if spurned by porcine people!

There are *other nameless men to remember* in the Colony—and to bless. Those first Naval officers who laid out the cricket ground (though perhaps the women will be chary of blessing them for the Club, which they started at the same time), and the playing fields and race course at Happy Valley. Then there are the *little* gardens of Hongkong—oases in the desert of Chinese houses in the Western end of the town; King's Park in Kowloon; Gun Club Hill (which must some day be public property), and one must not forget the two little children's playgrounds at the Peak, the first of which I happen to know was well and truly made with the manual help of two ladies, one of whom was not a mother, and whose loving labour seems to me the more pathetically altruistic in consequence.

Then there was Mr. S. T. Dunn, and his Forestry Paths. Hongkong woke up one morning to find that its remotest mountain sides in their rugged, delicate beauty were suddenly accessible to them. On the excuse of making tracks to prevent forest fires, forestry guards and Botanic Garden coolies, under Mr. Dunn's directions, had cut out trails in the living rock, girdled the hills with little tree-hung walks, and thus made the whole island into a garden tract. Almost before we had begun to take these miraculous roads for granted, like all the rest of marvellous Hongkong, the Public Works Department had laid claim to them, with its ugly blue sign-posts, and only the day before I left the Colony, an official who ought to have known better, denied the honour of them to their creator. He was also loth to allow the credit for forestry plantations to their original founder—the same far-seeing Mr. Dunn—and told how many (millions, was it?) pine and other trees had been planted by his successor, Mr. Tutcher. So I answered with an aphorism from Emerson to the effect that the next greatest man to him who uttered a great truth was he who first repeated it. Yes, and I drew the moral too that the Government of Hongkong had paid the debt it owed to both men in characteristic fashion, by making life impossible to the former, and forcing him to resign without pension or gratuity, and by reducing the salary of the post (to which the latter succeeded) by £100 a year, as a snub to *him*, too, or as a gentle hint as to the value the Government placed on the great work of that body. We owe much to these men, if we only knew it, but we have left it to others to acknowledge it. Mr. Dunn's research work and discoveries in Botany have been honoured by the French Government and by the Directors of Kew Gardens, and his name will persist as long as the science of Botany lives, in the surnames—as one might call them—of many of South China's plants. But Mr. Tutcher, who did such splendid all-round work for Hongkong, lies in the Happy Valley which he helped to beautify, already almost forgotten by all but a handful of people, but living still in the beauty and usefulness he did so much to create. If his widow's pension has been calculated on the basis of the sum from which his salary was reduced on his appointment, there would be few who, in this tardy act of justice, could call it an approach to the honour he earned for himself by honest years of loving work.

There have been others also besides these who have laboured for the public good in the same matters who have in their lesser degree met with the same lack of Government sympathy. Sometimes this has been funny, as in the case of the present writer, who twice "interfered" by writing to the Press, once, when our unique Palm Garden was threatened with destruction (in order to make a new Peak Tramway running to the same spot as does the existing line), and again, to prevent "the Finest Site in the Colony" from being sold to an American syndicate for commercial buildings. In neither case was the writer conceited enough to believe that her pen alone saved the situation for the benefit of the public, but in both instances the failure of the Government to carry through their programme was laid at her door, and the Officer Administering the Government was good enough in Council to ascribe to her 30-line letter the loss to the Colony of the three lakhs of dollars which the Finest Site would have brought.

The Finest Site is worth far more than that sum in money now but will always be worth millions more than any syndicate can ever offer for it, if its value be assessed morally, sentimentally, and from the point of view of the health of the Colony. Consumptives live in the rarified air of mountain peaks with only one lung, but nobody lives anywhere without any. Cities must have lungs as well as peoples, and oddly enough, these are only obtained by the use of the heart as well as the mind. As the character of the country and climate are altered by the creation or continuance of forest growths and gardens, so municipal lungs in the way of parks, public gardens, and squares alter the character of the people inhabiting the towns which provide them, and the public morals are bettered at the same time as the health of the community. I have no doubt that the Botanic Gardens of Hongkong—even though they be, as some think, a rendezvous for amorous Chinese youths and ladies whom we can hardly call maidens—have done as good work for the betterment of the public as many of the missions have. However I am not asking that their Director should be made a Bishop, or even an honorary Canon of the Cathedral in consequence of this, but I do believe him to be an Evangelist.

(TO BE CONTINUED.)

CRIMINAL SESSIONS.

[BEFORE HIS LORDSHIP THE ACTING CHIEF JUSTICE (MR. H. H. J. GOMPERTZ.)]

MURDER OF A TRAVELLING TRADER.

Lung Tai, *alias* Chan Hon, *alias* Leung Ng Chan was indicted for the murder of Lau Tsun, a travelling trader.

The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.) prosecuted, and prisoner was defended by Mr. F. C. Jenkin (instructed by Mr. F. E. Nash).

The jury empanelled were Messrs. M. T. Johnstone, F. A. Chopard, W. H. Whitely, C. Edgcumbe, T. Oliphant, Chan Kue and S. Greenfield.

The Attorney-General, outlining the facts of the case, stated that he was putting the case to the jury under a difficulty inasmuch as a certain part of the evidence he had proposed to call was being objected to by the defence. He was, therefore, not going to refer to that part of the evidence, although it meant that he would not be able to cover the whole ground of the case. Motives for murder were considerable. In some cases people understood and sympathised with the murderer, though the case had been proved against him—such as a murder as a result of a wrong done to some near relative. There were other cases in which the motive was totally inadequate and although the jury must be on guard against motive, it was not obligatory on the Crown to prove such. If they were satisfied from the evidence that the prisoner was guilty of the murder then there would be no necessity for proving a motive. Prisoner and deceased were both travelling traders—a class of person who travelled up and down the West River on steamers, carrying out orders for persons residing in the country and conveying remittances to relatives, sent from abroad. The two men travelled on the Kongmoon steamers between Hongkong and a village called Lung Chu. Both were registered as traders under the Sze Yap Steamship Co. There were altogether five traders in that district who were more or less on terms of friendly rivalry. Some had more business than the others. Deceased had only been in business two months and prisoner three or four years. Deceased left a shop in Des Voeux Road Central with two baskets and, amongst other things, he had a sum of $200 in one which was a remittance to a person in the country. When nearing the end of Gilman Street he received a stab wound on the back and was found some time later by the Police leaning against a lamp-post. Previous to this he had left the two baskets at another shop, and prisoner himself left his baskets there, although it was not a rule of his to do so. The people of the shop expressed surprise, and prisoner gave as a reason for leaving his baskets the statement that the other shop was being washed that day. Deceased appeared to have been determined and very faithful in his duty, for, after receiving the stab, he walked, bleeding profusely, to the shop, with the dagger in his hand and gave instructions about the basket and his money. He then went downstairs and collapsed. From there the Police took him to hospital. As a consequence of information Inspector Murphy went to the shipping company's office, looked up the register and obtained prisoner's photograph. He then went down to the Kongmoon wharves and showed the photograph to the Police searchers. About 6.30 p.m. prisoner arrived when the boat was about to depart. A detective noticed the resemblance to the photograph and asked him his surname. Prisoner said "Chan" and on being asked if he was sure replied, "Yes." He denied that his name was "Lung Tai." To Inspector Murphy prisoner made the same statement but subsequently admitted that the name and the photograph were his. It was known that Chinese have several individual names but they cannot have two surnames. The name he first gave was that of another travelling trader. At the station prisoner made the following statement:—"Deceased cannot arrest the murderer for deceased did not know him. He knew only me. I never had a fight with him. He never quarrelled with me. Someone on board the steamer knows the murderer. I can identify him. He and I were *fokis* once." Although prisoner said he could identify the murderer he had volunteered no information whatever.

The case was adjourned till to-day.

TO "BRIGHTEN LONDON."

A writer in a recent issue of the *Westminster Gazette* says:—My good wishes are firmly enlisted in advance on the side of those bold spirits who are urging our authorities to "brighten London." Someone has even suggested an open-air café in Trafalgar Square, and since the generations pass away without any apparent advance in the improvement of "the finest site in London" we might do worse. I used to be said that Englishmen had not the café habit. [illegible] said now? Many thousands of Englishmen, many hundreds of Englishwomen, acquired that pleasant habit when on service in France and Belgium. Is it beyond the possibilities to adapt London's architecture to this extent? [illegible] be anything more dismally [illegible] than the so-called [illegible] Palace [illegible] Whatever [illegible] By all means let us try [illegible]

CINEMA MUSICIAN SUED.

QUITTING SERVICE WITHOUT NOTICE.

At the Summary Court, yesterday, before His Honour Mr. Justice Wood, Mr. H. W. Ray, of the Coronet Theatre, claimed a sum of $150 from A. Raquyzi, musician, as damages suffered by him by reason of the defendant wrongfully terminating his employment as a musician at the Theatre. Costs in the action were also claimed.

Mr. T. Rowan appeared for the plaintiff and Mr. Leo d'Almada for the defendant.

Mr. Rowan stated that there was no contract in writing. It was only an oral agreement. Mr. Ray was the proprietor of the Theatre and defendant was a musician. On August 1st defendant left the Theatre without giving notice or saying a word, after receiving his salary for July. He was paid at the rate of $150 per month. He went to Hongkong Hotel and played there. Mr. Ray had suffered more damages than $150, but, being of a generous disposition, he did not wish to claim for more.

Mr. Ray, in the witness-box, said a loss was incurred as a result of holding extra rehearsals, consequent on a substitute taking defendant's place.

Defendant said that he was engaged by Ramos at Manila, was met by him on his arrival here and received instructions from him. A letter of engagement was written him by Ramos, whom he considered his employer as he paid him his wages. When he wanted to leave the Theatre he spoke to Ramos who agreed on condition that he procured a substitute. This he did.

In cross-examination, he admitted that the management of the theatre paid him his salary through Ramos.

Ramos stated that he was in charge of the orchestra and engaged defendant. Mr. Ray approved and paid his passage. Defendant was paid the money through witness and when he said he wished to leave witness agreed, on condition that a substitute was provided. This was done and he considered the substitute equally competent. There was no reason whatever for extra rehearsals. If Mr. Ray had not paid defendant, witness would have been forced to do so, as he had engaged him.

His Honour observed that there was a contract between the parties to the action. The only question was damages.

Mr. Almada disagreed. He said the contract was between defendant and Ramos as the latter had engaged him, had paid him his wages and had also agreed to his leaving. If Mr. Ray had not paid the defendant his wages, Ramos had admitted that he would have done so, as he had engaged him. If the judgment was against him in the point of contract he wished to draw attention to the fact that no damages had been proved.

Mr. Rowan said the damage was $150 as they were entitled to a month's notice.

His Honour said that as a substitute had been found substantial damages could not be awarded. Defendant had made certain arrangements without the consent or knowledge of Mr. Ray. That was a breach of contract. The damages were difficult to assess, but that such were suffered through rehearsals, he had no reason to disbelieve. He thought justice would be met by giving judgment for plaintiff for $25 and costs.

THE DARING ROBBERY ON THE "NILE."

STRONG ROOM FORCED.

TEN THOUSAND DOLLARS MISSING.

The *N.-C. Daily News* of the 18th inst. gives the following particulars of the recent robbery on the *Nile*:—

Upon the arrival of the C.M.S. *Nile* from Nagasaki at daylight yesterday, the discovery was made that the ship's strong room had been broken open and a box containing silver to the value of $10,000 removed. The box was one among 1,760 packages of treasure.

Everything was in correct order when the vessel left Nagasaki, and at 9 a.m. on Tuesday, when the strong room was last visited. At some time between that hour and the arrival at Woosung the room was broken into, a crow bar being used to wrench off the lock. The missing silver is of course of considerable weight, not very easily handled, and must have been removed to some convenient hiding place pending an opportunity for removing it from the ship. The early discovery of the robbery prevented this being done—at any rate in bulk—immediately after the vessel's arrival.

The police were informed and a guard set against the removal of any unexpected package from the ship, a particular watch being set on sampans. Circumstances necessitated a more than usually careful inspection of passengers' luggage, but the weight of the metal would have made [illegible]

LANE, CRAWFORD & CO.

TELEPHONE 1741.

JUST ARRIVED

"WHITE FROST" REFRIGERATORS

ALL METAL.

Fitted with REVOLVING SHELVES.

Mounted on roller bearing CASTORS.

PROVISION CHAMBER always DRY, COLD & PURE.

NOTHING TO WARP, DECAY or become MOULDY.

ABSOLUTELY PROOF AGAINST DISEASE CARRYING WHITE ANTS.

BERKEFELD FILTERS.

STOCKED IN ALL SIZES | BRITISH MANUFACTURE | ENSURES PERFECT FILTRATION

COOKING UTENSILS OF EVERY DESCRIPTION

15

DICK'S PATENT PACKING

—(UNIVERSAL SIZE)—

SOLE AGENTS:

LANE, CRAWFORD & CO.,

HONGKONG.

[469

JUST RECEIVED

BROADWOOD PIANOS

Specially made for this climate.

The Anderson Music Co., Ltd.

17

Wm Powell Ltd

TELEPHONE 346

GENTLEMEN'S OUTFITTERS

NEW LINES IN

FANCY WAISTCOATS

FOR

DAY or EVENING WEAR

PRICES DAY WEAR From $4.00 each | PRICES EVENING WEAR From $4.75 each

ALSO

GENT'S HATS IN SUPERIOR QUALITIES

IN

STRAW, FELT & VELOUR

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"ACHILLES"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after August 23rd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all goods remaining undelivered after Aug. 28th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Sept. 11th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 22nd, 1920. [1368

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"MENTOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Aug. 23rd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Aug. 28th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Sept 11th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 23rd, 1920. [1369

NOTICE TO CONSIGNEES

S.S. "WEST HIKA" VOY. 2—OUT
FROM LOS ANGELES, via HONOLULU, JAPAN PORTS and SHANGHAI.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on August 3..h.

All Claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after Aug. 3.th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

LOS ANGELES PACIFIC NAVIGATION COMPANY,
As Operators, U.S. Shipping Board.
Hongkong, August 23rd, 1920. 1370

WANTED.

AN ELECTRICAL or MARINE ENGINEER is required as a Shift Engineer at the Generating Station of the HONGKONG ELECTRIC CO., LTD., North Point. Apply in writing accompanied by details of experience and copies of testimonials to—

The Manager,
HONGKONG ELECTRIC CO., LTD.,
St. George's Buildings.
[1354

WANTED.

WANTED position by an experienced Export man who is also well acquainted with Piecegoods and General Import. Able to correspond in the most important commercial languages: perfect knowledge of Chinese. Can bring good Foreign connections. No objection to outports.

Apply— Box 1355,
Care of "Daily Press" Office.
[1355

G. R.

FOR SALE.

THE Twin Screw Single Ladder, Steam Hopper Dredger

"ST. ENOCH"

now moored in Hongkong Harbour.

Length 185 feet; beam 38 feet; depth 15 feet 6 inches.

Draft, empty 10 feet 6 inches; loaded 12 feet 8 inches.

Depth to which buckets will dredge, 46 feet.

Capacity of Hoppers, 420 cubic yards.

Can discharge over the side at 4 feet 6 inches above water level.

For further particulars apply to—

A. H. HOLLINGSWORTH,
Director of Public Works.
Public Works Office,
Hongkong, August 23rd, 1920. [illegible]

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of

$1.00 FOR THREE INSERTIONS

if they do not exceed 25 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for
Boxes P, Q, AD, AK.

WANTED.—Young Englishman desires to live with a European family in hill district. Apply to Box AN, *Daily Press* Office. [48

WANTED.—Two Britishers desire Board and Lodgings from 1st October. Kowloon district preferred. Apply Box AO, *Daily Press* Office. [49

FOR SALE.—Thorough-bred Pointer PUP well barred Rocks and other varieties, cockerels, pullets, and hens at reasonable price. Apply Box AP, *Daily Press* Office. [50

FOR SALE. "ABERGELDIE," 138, The Peak. Apply 135, The Peak. [47

CANTON.

MESSRS. ALEX ROSS & CO., beg to announce that on AUGUST 28TH, they will establish a BRANCH OFFICE of their Machinery and Motor Business in Canton, at the following address:

Mission Buildings,
Chinese Bund.
Hongkong, August 17th, 1920. 1349

NOTICE.

PALATINE INSURANCE COMPANY, LIMITED.

THE Agency for this Company held by Messrs. HASTINGS, HODGE & CO., LTD., has this day been withdrawn and the relative Power of Attorney cancelled.

For PALATINE INSURANCE CO., LTD.,
COMMERCIAL UNION ASSURANCE CO., LTD.,
G. H. ELLIOTT,
Local Manager.
Hongkong, August 11th, 1920. [1352

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR ($1.) per Share for Account 1920, will be payable on WEDNESDAY, the 25th August 1920. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 21st August, 1920, to WEDNESDAY, the 25th August, 1920, both days inclusive.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, August 10th, 1920. [1325

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

THE CERTIFICATE No. 1004 for one silver share No. 100 now converted into 5 gold shares in this Society standing in the name of GEORGE BRETON ALDERSON of Alexandria has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming the said certificate will be deemed cancelled and of no effect and a certificate for the 5 gold shares will be issued in its stead by the Society.

PAUL LAUDER,
for General Manager.
Hongkong, August 14th, 1920. 1336

FOR SALE.

NEW and COMPLETE PLANT including Wilfley Table for crushing and concentrating Ore. Just arrived.

For particulars apply—

CARVALHO & COMPANY,
Machinery Department.
[896

FOR SALE.

NO. 1, STEWART TERRACE, 87, The Peak.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
1381

VISITORS TO CANTON

Should Purchase

BY THE PEARL RIVER,

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE ... $1.75

On Sale at
Hongkong: "Daily Press" Office.
Messrs. Kelly & Walsh, Ltd.
Messrs. Brewer & Co.
Canton: Messrs. A. S. Watson & Co.

INTIMATION

WATSON'S

effervescing

LIVER SALTS

taken in the morning will quickly relieve that slight derangement and impart a feeling of health, vigour and exhilaration.

A pleasant, refreshing and cooling drink.

A. S. WATSON & CO., LTD.,

THE HONGKONG DISPENSARY.

TELEPHONE 16.

[11

MARRIAGE.

ELLIOTT—PEGDEN.—On the 21st August, at the Peak Church, Hongkong, by Rev. H. Copley Moyle, GEORGE HERBERT, youngest son of the late Mr. and Mrs. T. G. Elliott, of Wandsworth Common, London S.W., to ADA MARIE, daughter of Mr. and Mrs. W. G. Pegden, of Peckham, London. [1365

DEATH.

LIGHTBURN.—On July 12th, at Eastbourne, the wife of W. B. LIGHTBURN, of the Asiatic Petroleum Co. (S.C.), Ltd., Hongkong. [1366

ACKNOWLEDGMENT.

Mr. and Mrs. E. V. M. R. DE SOUSA and family desire to express sincere thanks for the many kind expressions of sympathy received in their recent bereavement; also for the beautiful wreaths and the attendance of so many friends at the funeral. [1367

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 24TH, 1920.

THE ARABS IN REVOLT.

REUTER'S messages regarding Mesopotamia reveal a wide-spread revolt of the Arabs. This is, however, no sudden outburst, as ever since the Arabs have realised that their dream of an independent Arab State was impossible of fulfilment they have left no manner of doubt that they were ready to resist the arrangements made by the Supreme Council regarding the mandates, as they alleged, without consulting their wishes. The disputes of the Damascenes with the French, Emir FEISAL's refusal to discuss the question of the Syrian mandate with the British and French Governments, and the French ultimatum to the Syrian Government regarding the transference of control of the Rayak-Aleppo railway were bound to produce, as Mr. BONAR LAW, in a statement in Parliament said, a reflex action in Mesopotamia. The cause of the present trouble is not to be found in Mesopotamia; it lies in the unfortunate clash of interests in Syria. The Arabs in Mesopotamia have been incited to commit excesses by their Sinn Feiners, because the latter feel that they have a grievance against the British Government for allowing the French to ride roughshod over their national aspirations. In a recent interview with a British journalist, Emir FEISAL laid particular stress on this aspect of the question when discussing Arab plans in Syria. The Arabs construed the British pledge of October 1915, given when the Arabs entered the war as our Allies against the Turks, as meaning that Great Britain was prepared wholeheartedly to recognise and support the independence of the Arabs throughout Arabia. When their appeal to Great Britain for support in opposition to the French claims in Syria proved unavailing, and it was pointed out to them in diplomatic language that the pledge of October 1915 was to support their claims for independence "without detriment to the interest of her ally France" the extremists amongst the Arabs gained the day. Emir FEISAL was crowned King of Syria, and, shortly afterwards, the Emir's brother was proclaimed King of Mesopotamia. Affairs in Syria and Mesopotamia have, therefore, reached a serious *impasse*, as France and Great Britain, respectively, have been brought face to face with the problem of enforcing the mandate. This was a contingency which the Supreme Council did not provide for when allotting the mandates. Obviously, in the case of the Arabs, as Earl WINTERTON said the other day in the House of Commons, it is absurd to treat them as a semi-barbarous people. That this treatment, if persisted in, is likely to create untold troubles has been made abundantly clear in Mesopotamia. Military operations have been in progress there during, practically, the whole of last month. The Arabs had, then, captured or derailed six trains between Samawah and Diwaniyah, and wrecked many of the Government buildings at Rumaitha, and on the arrival of a company of Indian infantry at Rumaitha, which had no British garrison till then, the tribesmen had turned their attention to cutting the railway above Diwaniyah and between Bagdad and Basra, at the same time inflicting heavy casualties both on the Indian Company at Rumaitha and on the detachment sent in relief. The conditions in the Shamiyah and the Nasiriyeh districts were then reported to be delicate, and Mr. CHURCHILL had intimated that he had found it necessary to ask the Indian Government to warn, in case of emergency, a further force for despatch. While, militarily, we have been prepared for the spread of the revolt, one cannot look with equanimity upon the consequences of an expensive and extensive campaign in the region which is, as aptly described by the Arabs, at this time of the year "the Mouth of Hell." The lowness of the water in the Euphrates and the scorching heat render the tasks of maintaining communications and supplies full of difficulties. There is, however, no question of drawing back from the position of the mandatory Power in the country, and the mandate must be carried by force, if necessary. The present unfortunate situation would never have arisen had there been a little less of diplomacy and a little more of plain speaking. Unhappily, also, our gallant Allies, the French, exhibited rather undue haste and impatience in pressing their claims in Syria, which furnished the Arab Sinn Feiners with an opportunity of inflaming Arab prejudices. The Arabs, in their turn, made little or no attempt to settle their disputes by arbitration. A proud people, they refused to appear in the role of a suppliant nation. The doings of the tribesmen in Mesopotamia will, however, result in disaster to the cause which the Arabs have at heart. Many of the Sheikhs are holding aloof, and even if the tribesmen have been encouraged by the success of their guerilla tactics, they must in the end submit. Pacification of the country by military force, however, is not likely to help in the consolidation of the work, so happily begun, of redeeming the country. Unreasonable as is the attitude of the Arabs, it should not be an impossible task for the diplomacy of Europe to conciliate them. King HUSSEIN, of the Hedjaz, showed himself possessed of more than common political acumen during the war, and has himself maintained his equilibrium, even if his sons have now come completely under the influence of the extremists. He is admirably suited to act as an intermediary between Great Britain and France on the one hand and the Arabs on the other. It is not war we want in the Middle East, but the restoration of peace.

The Wing On Company opened an annexe to their Great Eastern Hotel at Shanghai last week and entertained 400 [illegible]

Mr. Justice Skinner Turner and Mrs. Skinner Turner left for Shanghai yesterday, on the *Nanking*.

It is reported that construction of the long-distance telephone between Shanghai and Wuhu via Nanking will shortly be started.

The American Congressional Party visited Tsinanfu and ascended to the pinnacle of Shantung's sacred mountain, where an al fresco tiffin was provided for them.

The total output of the Kailan Mining Administration's mines for the week ending August 7th, amounted to 92,974 tons and the sales during the period to 63,922 tons.

Chan Siu-chuen, the Hongkong and Shanghai Bank shroff, was formally charged before Mr. N. L. Smith yesterday with theft of $22,000, and the woman arrested with him was charged with aiding and abetting the theft. Both were remanded in Police custody for a week.

The *North China Herald* has just celebrated its seventieth anniversary by the publication of an interesting Special Supplement and a reproduction of the first number of the paper. The Supplement contains a number of exceedingly interesting articles mainly by very old contributors to the paper, and is well illustrated. We cordially join in the chorus of congratulation to our contemporary upon its seventieth anniversary.

Immigration inspectors at San Francisco took off the C.M.S. *Nile* three members of the crew said to have been implicated in the attempted delivery of 27 Chinese stowaways upon the *Nile's* arrival there recently. With the arrest of the Chinese, the immigration authorities, it is said, have obtained further evidence of a plot to smuggle Asiatics into America on a wholesale basis by way of the transpacific liners. The stowaways captured upon the *Nile's* arrival were discovered hiding in one of the forward tanks. Their concealment and maintenance during the long voyage across the Pacific, according to inspectors, required collusion on the part of Chinese members of the crew.

A few days ago, says the *Canton Times*, Mr. Chen Hung-pui, a Hongkong Chinese merchant, issued invitations for the wedding of his eldest son, Shek Ki recently returned from America. Last Saturday, August 21st, at two o'clock in the afternoon, Miss Ng Lai-yung, daughter of Mr. Ng Shih-tet, in her best dress, was ready at the Chiu Yam Street Chinese Independent Church, where the Rev. Ng Mon-hing, the pastor, was also prepared, with Bible in hand, to pronounce the couple husband and wife. The prospective bridegroom, however, was not ready, and up to this time his whereabouts are still unknown. All decorations in the church for the otherwise happy affair have been removed, and the big wedding-feast prepared at the Sincere Roof Garden last Saturday evening was unattended.

The Hongkong Dairy Farm, Ice & Cold Storage Co., Ltd. is increasing the price of its milk from September 1st, from 12 cents a bottle to 15 cents. As against this the recent charge of 50 cents a month to each customer for the use of the Company's bottles will cease. This is the first time in eighteen years that the Company has felt obliged to increase the price of milk to the consumer, but the great increase which has taken place in recent years in the price of cattle, cattle food, dairy utensils, not to mention the general upward tendency of the cost of labour, are mentioned as justification for the decision. But for the high level at which exchange has stood for some time past, it would long ago have been necessary to put up the price of milk. The present rate of increase by no means corresponds with the very high rate of increase in the Company's expenditure on items such as we have already mentioned.

The story is told by a telephone operator in one of the London exchanges about a man who asked her for the number of a local theatre. He got the wrong number and without asking to whom he was talking, he said:—"Can I get a box for two to-night?" A startled voice answered him at the other end of the line: "We don't have boxes for two." "Isn't this the [illegible]" he called crossly. "Why, no [illegible]

CORRESPONDENCE.

THE LATE LORD FISHER.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Your extremely interesting leading article on the late Lord Fisher calls, I think, for comment on one point. You suggest that the cause of his retirement in 1915 is involved in mystery and imply that perhaps it was due to dabbling in politics. I speak from memory, but surely the voluminous Report of the Dardanelles Commission (is there a copy in the Colony?) makes that point quite clear. The question at issue was the advisability or otherwise of a purely naval attack on the Straits. Fisher had already given his opinion against it, as an expert on the respective powers of the land batteries and of the attacking ships. When the question came up before that momentous Cabinet meeting (at which he was present as a naval expert purely) he simply kept his mouth shut when Mr. Churchill still advocated a purely naval attack. "Why?" asked the Commission (sitting a year or two later). "Because my executive chief was present and already knew my views." "What did you do next?" "I got up from my seat and left the meeting in silence" (as I say, I quote from memory).

Few things have been so misinterpreted as the "Nelson touch." Closing with the enemy was far from being its most important factor, as anyone who will read Mahan must realise. Nelson's genius lay in his vision of what was important and his elimination of the unimportant. See him wearing ship off St. Vincent or running in to Copenhagen under the guns. There is nothing reckless or gambling about any of his battles. He simply saw what mattered and cut out the rest.

To Mr. Churchill the naval attack on the Dardanelles no doubt appeared Nelsonian. In fact it was exactly the reverse, as it omitted to notice the only important factor, namely, the calibre of the land guns. (Incidentally before the same Commission Mr. Churchill had to confess that, when he cabled to the Commander of the Mediterranean Forces that the naval attack had the approval of the naval experts, he had not in fact consulted any naval experts except a few of his own toadies at the Admiralty).

"The Falkland battle was Nelsonian, so was the veteran's plea, after the war, for the ruthless scrapping of the Navy in view of the disappearance of our only rival, Germany. One can be a Nelson elsewhere than on a quarter-deck. Prophets they called them in Old Testament days; the men who see what is vital and cut the cackle.

I apologize for the length of this letter.—Yours, etc.,

INTERESTED.
Hongkong, 23rd July, 1920.

CHINESE SOLDIERS IN HONGKONG.

SEQUEL IN COURT.

In connection with the affray on Douglas wharf, reported in yesterday's *Daily Press*, a Chinese was charged before Mr. N. L. Smith, yesterday, with assaulting one of the passengers of the s.s. *Haihong*, with a wooden clog.

Detective-Sergeant Dorling stated that he was going along Connaught Road Central on his motor-cycle about 11 a.m. on Sunday, when he saw a crowd of wharf coolies assaulting a man. He stopped his vehicle and interfered. The crowd dispersed, and their victim got away without further molestation. This occurred a little to the east of the Central Market. While witness was talking to an Inspector of the market about the affair, he noticed a crowd chasing a man under the verandah and throwing stones at him. Witness again interfered, and was just in time to prevent the defendant, who had already struck his victim several blows, from striking him on the head with a wooden clog. The hunted man took refuge in a shop. Witness arrested the defendant, and his accomplices ran away. The Magistrate bound the defendant over to be of good behaviour for six months in the sum of $50.

ANOTHER CASE.

Two other men were then charged with taking part in the disturbance, and with assaulting a Chinese constable.

The constable said that he was on duty on the Praya at 11 a.m. on Sunday, between the Douglas wharf and the Central Market, when he saw a crowd of wharf coolies chase a man from the Douglas wharf. The man ran in the direction of the Central Market, followed by the crowd. Witness followed them up. When near the Central Market the crowd caught their victim. The first defendant held the man, while No. 2 struck him. When the man fell, the first defendant kicked him several times on the ribs. Others among the crowd helped in the assault. The two defendants took the most prominent part in it. Witness worked his way into the crowd and attempted to stop the disturbance by announcing that he was a constable. One of the defendants said "Constable or no constable, we are going to assault you also." He struck witness several blows. Then Sergeant Dorling came on the scene and the crowd ran away. Witness held on to the defendants and with the help of another constable removed them to the Central Station.

The Magistrate [illegible]

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

POLISH CRISIS.

ALLEGED AMERICAN SYMPATHY WITH FRENCH.

PARIS, August 20th.

The *Matin* understands that the American Ambassador visited the Foreign Office to express the American Government's satisfaction at the French Government's attitude towards Poland.

The *Matin* states that two French cruisers which have gone to Danzig to supervise the landing of foodstuffs for Poland will shortly be joined by an American cruiser which is now on its way.

BELGIAN FIRMS SENDING MUNITIONS.

BRUSSELS, August 20th.

The *Independance Belge* says that notwithstanding the Trade Union measures, Antwerp firms are loading for Poland substantial quantities of munitions which the Americans sent from the Rhine and these are being shipped by an America steamer.

IRON ORE EXPORTS.

FORBIDDEN BY FRANCE.

BRUSSELS, August 20th.

The *Libre Belgique* says that France has prohibited the exportation of iron ore to Belgium.

CITY OF THE DEAD.

FRENCH OFFICERS' DESCRIPTION OF ODESSA.

CONSTANTINOPLE, August 20th.

A French warship has returned from a visit to Odessa where it secured the release of two French merchantmen after extreme threats. The officers report that Odessa is like a dead city. There is no movement in the streets. There are only four smoking chimneys in the whole town.

MEXICO.

BRITISH SUBJECT CAPTURED BY BANDITS.

MEXICO, August 20th.

Bandits, under the leadership of Zamora, raided Autlin, south-west of Mexico, and captured Mr. Herbert Johnson, a British ranchowner. They are demanding 100,000 pesos as ransom. The authorities are energetically seeking to secure Mr. Johnson's release.

NEW GOVERNOR OF LOWER CALIFORNIA.

NEW YORK, August 19th.

A message from Mexico City states Cantu has announced that Salzar has succeeded him as Governor of the Northern District of Lower California.

RUINS OF RHEIMS.

VISIT BY KNIGHTS OF COLUMBUS.

PARIS, August 19th.

Three hundred Knights of Columbus, who have come to France to present a statue of Lafayette to Metz, visited the ruins of Rheims.

Mr. Millerand, presiding at a lunch, paid a tribute to the Americans who fell beside Frenchmen defending the cause of liberty and right.

SWEDISH ELECTION.

LIBERALS REFUSE TO JOIN HANDS WITH CONVERSATIVES.

STOCKHOLM, August 20th.

The Liberals have declined the Conservative offer to co-operate on a common platform against the Socialists in the coming Riksdag elections believing that it will tend to weld the various Socialist groups.

NEW AERIAL ROUTE.

MOST NORTHERLY SERVICE.

LONDON, August 20th.

The most northerly aerial route in the world was inaugurated between Porjus and Svorvajaure by the British aviator Colonel Henderson.

GERMAN LABOUR TROUBLES.

HAMBURG SHIPYARDS CLOSE DOWN.

HAMBURG, August 20th.

The Blohm and Voss shipyards have closed down indefinitely, owing to labour troubles.

PREMIER'S VISIT TO NEW YORK.

INTERESTING ANNOUNCEMENT BY AMERICAN JOURNAL.

OTTAWA, August 19th.

Considerable interest has been aroused here by the statement in the *New York World* that Mr. Lloyd George visits America in October to meet the Premiers of the British Dominions for a conference regarding the renewal of the Anglo-Japanese Alliance.

Government circles know nothing about Mr. Lloyd George's visit, though there is a general understanding that a conference of the Premiers of Overseas Dominions is likely to be held sometime in 1920 to discuss the Anglo-Japanese Alliance, but it is considered extremely unlikely that Mr. Lloyd George will be able to attend any such conference this winter.

OBITUARY.

LONDON, August 20th.

The death is announced of Colonel John Worthy Chaplin, C.B., V.C., who served in the Chinese campaign of 1860 in which he won the Victoria Cross at North Taku Fort.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

CHINESE COAL FOR EUROPE.

LONDON, August 20th.

The *Times* states that merchants have offered to deliver 200,000 tons of Chinese coal in Europe, inclusive of price, at £10 a ton.

SURGERY OF THE HEART.

WONDERFUL OPERATIONS DESCRIBED.

The *Times'* medical correspondent in Paris wrote on July 20th:—

The lecture theatre of the School of Medicine was crowded this afternoon in every part by distinguished men of all nations, to hear the discussion on surgery of the heart and great blood-vessels, which was opened by that very distinguished surgeon, Dr. Tuffier, of Paris.

The subject possesses all the thrill of a new branch of healing, and in addition is an appeal to the imagination, which operative measures, hitherto deemed impossible, are bound to exercise. When Professor Tuffier began his lecture there was a sense of excitement which is quite unusual in such assemblies. This was renewed when, by means of his diagram of a section of the heart, he showed that areas in which wounds and injuries always or nearly always are considered mortal are areas in which they afford a chance to the modern surgeon to show his powers.

The heart, as is well known, possesses a number of valves to prevent regurgitation of the blood, and contains also a strand of tissue, the so-called "bundle of His," which transmits the impulse of the beat from one part to another of the organ. These are very dangerous areas. On the other hand, the muscular walls of the organ may be repaired with complete success. Dr. Tuffier had a series of 305 cases of heart injuries. Of these 151 were cured and 149 died. In five cases the results were unknown. This gives a mortality of 49.86 per cent., an achievement which can only be regarded as remarkable.

Reference was also made to massage of the heart; this is carried out by making a wound just under the ribs. The hand is then passed in and grasps the organ from below. The heart is squeezed and can be seen beating again after it has to all appearance completely stopped.

Dr. Sencert, of Strasbourg, who followed Dr. Tuffier, declared that wounds of the blood-vessels should at once be operated upon. The old method of simply ligaturing an injured vessel was bad and led to poor results. "The surgical treatment of the remote consequences of arterial wounds," he said, "is reparative surgery."

The same note of great courage characterised the address of Professor Alessandri, of Rome, who recalled the fact that the first case of successful surgical interference in the region of the heart occurred at Rome as far back as 1891, though this was an operation on the chamber in which the heart lies and not on the heart itself. The method of massage was dwelt upon as an important adjunct to the surgical work on the heart, the surgeon possesses means of stimulating the organ should it flag. The American School was represented by Dr. Goodman, of New York, who declared that the most notable innovations in blood-vessel surgery during the war were Tuffier's "arterial incubation" and Leriche's theory of "stupeur arterielle."

The debate was carried on by surgeons from all over the world, Bukarest, Nice, Newcastle-on-Tyne, Belgrade, Rotterdam, Marseilles, and other places. One gathered the opinion that while surgery of the heart is as yet in its infancy a future opens before it that may be greater than is at present realised. The organ, indeed, is by no means so fragile as has been supposed, and yields itself readily enough to the care and technique of a good surgeon.

ALLEGED HIGHWAY ROBBERY.

PEPPER USED TO BLIND VICTIMS.

At the Magistracy, yesterday, a Chinese youth was charged before Mr. R. O. Hutchison, with being concerned with eleven others, not in custody, in a highway robbery committed upon two Chinese members of the crew of the Dutch motor ship *Groningen*, in Gascoigne Road, Yaumati, at 10 p.m., on Saturday.

Inspector Caygill said that the case was one for the Criminal Sessions as pepper had been used to blind the victims, but in view of the fact that the vessel was leaving port to-day, and it was doubtful if it would come to Hongkong again, he would ask the Magistrate to deal with it.

The Magistrate agreed.

Outlining the case, the Inspector said that the complainants were walking along Gascoigne Road at 10 p.m., on Saturday on their way to the ship which was in Kowloon Docks when they were suddenly jostled by a crowd of rowdies. At the same time, pepper was thrown in their faces. Someone inserted a hand in the first complainant's pocket and stole $20. The latter raised an alarm of "Save life," and the desperadoes ran away. A district watchman, who was attracted to the scene by the cries of complainants, arrested the defendant. When witness examined the complainants at the station, the first man had one of his ears full of pepper, while the other man had a lot of pepper on his coat. The defendant, when he was questioned by witness, said that he was hired by some one to take part in a fight. He did not know that a robbery was going to take place. He took the police all over Yaumati on Sunday to find the man, but the search proved fruitless.

The complainant, who described himself as the No. 1 Chinese engineer of the s.s. *Groningen*, said that he and a friend, an oiler on the ship, were walking along Gascoigne Road in the direction of the docks at 10 p.m., on Saturday, when they were jostled by over ten men. One man caught him by the front of his coat, while another held him at the back. The man in front snatched a bunch of identification papers from witness's breast pocket, while the other took from his trousers pocket $20 in small change.

"Without those identification papers," said the witness, "I will lose my job. I will not be allowed to land in Java without them."

Asked to proceed with the story of the robbery, the witness said that simultaneously with the snatching of the money and identification papers, a third man threw some pepper in his face. Witness called out "Save life," and the men who had the money ran away. Witness was prevented from giving chase by the other men of the gang who assaulted him. A Cantonese who was attracted to the scene by witness's cries came up armed with a revolver. As soon as the desperadoes saw this man coming, they ran away in various directions. Being free, witness gave chase to the man who had taken his money and identification papers, but he had had too much start and witness could not catch him. The Cantonese arrested the defendant.

Inspector Caygill mentioned that the Cantonese was a district watchman.

The complainant said that he was sure that the defendant was one of the highwaymen who took a prominent part in the assault on witness and his friend. Witness saw the defendant's face clearly in front of him before the pepper was thrown in his eyes.

The oiler gave corroborative evidence and identified defendant as one of the men who had assaulted him. Witness said he held on to the defendant until the district watchman came on the scene.

After the district watchman had given evidence of arrest, Inspector Caygill called the defendant's sister. In reply to the Inspector, this witness said she had not seen her brother since July 14th.

The Inspector: Did you give him any money on that occasion?

Witness: No.

The Inspector explained to the Magistrate that his reason for calling the woman was because the defendant had told him at the station that the coat he was wearing was bought with money given him by his sister. She had denied that in court.

The Magistrate decided to convict, and asked if there was anything known about the defendant.

The Inspector said there was a previous conviction [illegible].

The Magistrate said he had a doubt as to what sentence he had power to pass on the defendant.

The Inspector said that he had looked up the Ordinance before coming to Court, and the Magistrate had power to give the defendant [illegible]

[illegible]

THE ARREST OF MR. G. L. SHAW.

BRITISH PROTEST AGAINST JAPANESE ACTION.

The following letter has been addressed by the Chairman of the British Chamber of Commerce at Shanghai to H.M. Acting Consul-General at that port:—

British Chamber of Commerce,
Shanghai, August 18th, 1920.

SIR,—The Committee of this Chamber desire to enter the strongest possible protest against the arrest of and treatment accorded to Mr. G. L. Shaw, one of its members and the agent in Antung of important British firms who are also members. We have hitherto refrained from addressing you on this subject in anticipation of an explanation by the Japanese authorities which might show at least arguable grounds for their procedure. The explanations published at Seoul on August 10th and at Tokio on August 13th are, however, wholly inadequate and unsatisfactory and my Committee feel that they would be individually and collectively disloyal both to Mr. Shaw and to British interests throughout the Far East if they failed to protest now.

The so-called explanations issued by the Japanese authorities make no attempt whatever to meet the following questions:—

1.—If they have proof, as alleged, that Mr. Shaw has been assisting Koreans in anti-Japanese plots, why did they not lodge a formal protest with H.M. Representatives?

2.—Why did they allow him to enter Korea without a passport and then arrest him on his way back to Antung?

3.—Why is he kept a prisoner?

Whatever the truth of Mr. Shaw's alleged complicity in Korean plots may be, the action of the Japanese authorties has been high-handed in the extreme. My Committee cannot but recall the many similar examples of overbearing and unjust conduct on the part of Japanese officials towards British subjects in South Manchuria, and in view of them cannot but feel that unless this case is made the subject of the strongest possible representations and receives a full, complete and fair inquiry no British subject doing business in that part of China will be safe from molestation. Indeed, if a British subject resident there can with impunity thus be entrapped, arrested and held a prisoner on charges of this nature, what is there to prevent British residents in China, alleged to be engaged in anti-Japanese activities, being similarly treated after arrival in Japan?

Accumulating evidence in the possession of my Committee shows that the whole attitude of Japanese officials towards British subjects is obstructive and arrogant and the time has come when Associations of British merchants throughout the Far East must protest against it.

I have the honour to request that you will forward this protest to H.M. Chargé d'Affaires in Peking.

I am sending a copy of it to the Press.—I have the honour to be, Sir, Your obedient servant,

(Sgd.) A. W. BURKILL,
Chairman.

C. F. GARSTIN, Esq.,
H.M. Acting Consul-General,
H.M. Consulate-General,
Shanghai.

A TIENTSIN COMMENT.

When the details of the case of Mr. G. L. Shaw first reached us from Antung (says the *Peking and Tientsin Times*) we pointed out in a brief editorial comment that it appeared to us to be a violation by the Japanese Authorities of the well-established principles of international law that a State cannot punish an offence against its municipal laws committed within the territory of another State, unless by its own citizens. The statement now issued by the Japanese Police at Seoul appears to us fully to bear out that view. There is not a single line in it which can be construed to mean that Mr. Shaw himself committed any offence on Korean soil. "Shaw, who is Irish," we are told, "had declared his sympathy with the Korean malcontents." That, of course, is an offence of which numerous persons of all nationalities have been guilty, including, it would seem, certain prominent members of the British Government which thought fit, last year, to address very strong representations to Tokio regarding the maltreatment of alleged political offenders in Korea. "He gave them shelter in his house, and they established in it a bureau for communication with Shanghai, and he made it a base for carrying on plots." Other houses, including the "[illegible] Hotel" in Peking, have been known to shelter undesirable characters, and Mr. Shaw would probably as emphatically repudiate the allegation that his house was made a base for carrying on plots as Mr. [illegible] would repudiate any charge that his Legation was being used for similar purposes by his [illegible]. Mr. Shaw's [illegible] Antung or Chinese soil and not in Korea. His house was [illegible] Fortress of Antung. The [illegible] altogether unfamiliar to us. It was Sir Edward Coke, a great British jurist, who wrote that "the house of every one is to him as his castle and fortress, as well for his defence against injury and violence as for his repose." There was no reason then why Mr. Shaw's house should not be known as an "inviolable fortress." "Shaw used his steamers for bringing bombs, pistols, and inflammatory documents to Chosen from Shanghai." If he did so it was surely the business of the Japanese Authorities to prevent them from being landed. We doubt whether any of the steamers of which Mr. Shaw was owner or agent ever called at a Korean port. At Antung, as our correspondent recently pointed out, 90 per cent. of the Outdoor Staff of the Customs are Japanese, so that any steamer controlled by Mr. Shaw entering and discharging at that port was practically under Japanese supervision from the moment of arrival until the hour of departure. And it is news to us that a shipowner or agent is supposed to inquire into the political views, and the contents of the luggage, of every passenger travelling on a steamer for which he is responsible. We believe that Mr. Shaw was also the agent for Messrs. Butterfield's steamer, the *Kweilin*, which makes regular trips to Antung. Will any member of the Shanghai office of Messrs. Butterfield & Swire who travels through Korea consequently be liable to arrest and imprisonment by the Japanese authorities for alleged complicity in the use of the *Kweilin* for carrying Korean malcontents and their baggage? "As the result of arrest of several Korean outlaws on the frontier, evidence of Shaw's offence has been obtained. Shaw was very cautious and rarely left his house, but he entered Chosen on July 11th to meet his Japanese wife, who was returning from Japan, and he was arrested." The nature of Mr. Shaw's offence, it will be noted, is not disclosed, nor are the methods by which the alleged evidence was extracted from the "Korean outlaws." In the police statement no offence for which Japan can claim jurisdiction is revealed. Even the statement that Mr. Shaw is Irish is not likely to prejudice Britons in the Far East against him.

If Mr. Shaw was engaged in plots against the Korean Government at Antung, and the Japanese Authorities secured proofs of such conspiracy, a very simple remedy was available. They could have laid information against him with the British Authorities, who if satisfied that an offence had been committed, would certainly have ordered his prosecution. The British Authorities do not encourage their nationals to conspire against the Governments of friendly Powers. In June 1908, two years before the formal annexation of Korea, when Britons in that country were still subject to British jurisdiction, the late Mr. E. Bethell, Editor of the *Korea Daily News* was tried and sentenced to a term of imprisonment on a charge of sedition against the Protecting Power. If Mr. Shaw was at any time personally responsible for the landing of bombs and firearms from his steamers at Antung he was guilty of a breach of the Chinese Customs Regulations, for which he would certainly have been prosecuted had representations been made in the proper quarter. Inasmuch as no charges under these heads were ever brought against Mr. Shaw at the instance of the Chinese or Japanese Authorities, it is not unreasonable to assume that at no time was sufficient evidence in the hands of the Japanese or Chinese Authorities to justify charges which would have been entertained by a British Court. The Japanese Authorities, it appears, preferred to await an opportunity of kidnapping Mr. Shaw with a view to trying him by their own tortuous methods, for alleged offences which should have been investigated by a British Court. The circumstances of Mr. Shaw's arrest, his subsequent treatment, and his removal to Seoul for trial, appear to us to constitute an outrage, passive acquiescence in which by the British Authorities will have a most deplorable effect upon British prestige in the Far East. The arrest is the thin end of the wedge. Unless the British Government insists upon Mr. Shaw's release, the Japanese Authorities will extend their pretensions until no Briton who has given the slightest occasion for offence to Japan when on Chinese soil, will find it safe to enter territory under Japanese jurisdiction. The Editor of a local contemporary may find himself lodged in a Japanese prison for alleged disrespect to the person of the Japanese Emperor if he visits Korea, Tsingtau, or Japan. And we ourselves might be placed under arrest in Japanese territory for infringement of the Japanese Press regulations in Tientsin.

AN AUTHORITATIVE JAPANESE STATEMENT.

The following statement regarding the treatment of Mr. George Shaw has been received. Reuter's Tokyo correspondent says, from an authoritative quarter:—

(1) Officials of the Government-General of Korea have been careful to see that Mr. Shaw is properly treated. They have gone so far as to provide new quarters, not an ordinary cell, for his detention, and have leniently permitted the supply of things desired by the prisoner. (2) An Englishman named Allen called at the Police Station at Shingishu on the day following Mr. Shaw's detention, with a letter of introduction from the Japanese Consul at Antung, and was permitted to see the prisoner. (3) The British Vice-Consul at Seoul was permitted to see the prisoner on July 15th.

(4) It has been ascertained from conversation with the prisoner that he is entirely satisfied with the especially courteous care of the Police authorities in matters such as the treatment of correspondence. The foregoing facts, the statement proceeds, confute the allegations that Mr. Shaw has been cruelly and barbarously treated by the officials of Korea. In view of the explanation given in the House of Commons by the British Under-Secretary for Foreign Affairs on August [illegible] it may be supposed that Mr. Shaw has been [illegible] [illegible]

CABLE DELAYS.

POSTMASTER-GENERAL'S EXPLANATION.

In the House of Commons, on July 13th, Mr. Illingworth (Postmaster-General), replying to Lieut.-Colonel Guinness (Co. U.—Bury St. Edmunds), said:—The greatest delay which had taken place during the last month (June), so far as telegrams to the Continent were concerned, was about 22½ hours. This occurred in the traffic to Italy, which had been much congested owing to staff difficulties in that country. The average delay on telegrams to the Continent during the month was about 4½ hours. In the case of traffic forwarded to the Near and Far East, the maximum delay was about 24 hours, the average being about 10½ hours. To North America *vid* the Imperial Cable the maximum delay was about 10 hours, and the average about 3½ hours.

Lieut.-Colonel Guinness asked the right hon. gentleman to explain why it was found quicker to telegraph from London to Paris *vid* New York than direct from London through the Post Office.

Mr. Illingworth replied that he had not had opportunity to check the times. It not infrequently happened that a wire might be handed in one service where there was at the moment a great deal of traffic, while on the other service there might not be much business in hand.

Lieut.-Colonel Guinness—Is the right hon. gentleman aware that he has been misinformed? (Cheers and laughter.) Two telegrams were handed in simultaneously at 12.18. The one *vid* New York beat the direct route by 20 minutes. (Ironical cheers.)

Mr. Illingworth promised to inquire into the matter. Possibly there was not as much traffic on one route as on the other.

Lieut.-Colonel Guinness—Is it fair to charge treble rates for an abolutely illusory advantage? (Cheers.)

Mr. Illingworth said it was far more expensive to send *vid* New York. (Laughter.)

CHEMIN DES DAMES FIGHT

IMPROBABLE STORY.

Sensational would be the revelations of a man named Alfred Noblecourt, arrested in Paris for murder and theft, if they could be verified, for he makes the statement that he received 1,500,000 f. from the Germans for the sale of a plan of the defence of the Chemin des Dames. According to his statement he was discharged from the army at the instigation of an officer who, he alleges, sent him on a mission to Switzerland, where, disguised as a Swiss cattle dealer returning to his country, he took the defence plans concealed in an accordeon, met the chief of the German espionage service at Basle, and sold them. Noblecourt pretends to have given fifty thousand francs to a German-speaking woman who accompanied him. Meanwhile he says there were suspicions against the officer who had entrusted him with the mission, and as an act of prudence it was agreed to conceal the money with various compromising documents until the end of the war.

The story, smacking of the improbable, now enters on a dramatic phase. The woman who had acted as interpreter in Switzerland was not satisfied with the fifty thousand francs, returned to France, and put a price on her silence. Noblecourt assumed a threatening attitude, and the woman had him put away in an asylum, at Clermont in the Oise, from which he was speedily released, returned to Brayères Le Chatel, attacked an old man on the road, and threw his body in a ditch after robbing him of his money and watch. Arrested at Corbeil, he was about to stand his trial at the Assizes when he told the extraordinary story, given in great detail in the Press, of the sale of the Chemin des Dames defence plans. The question is whether Noblecourt invented the tale in order to delay his trial on the murder charge or whether he is perfectly sane. He has, however, given details of his journey to Switzerland sufficiently interesting to occupy the attention of the military justice, and it is also reported that he has indicated the spot where he says money received from Germany is hidden.

AMERICAN AVIATION.

A 4,000-MILE FLIGHT.

Four United States army aeroplanes, piloted by army officers, began a 4,000 odd mile flight from New York to Nome, Alaska, yesterday, for the purpose of mapping out a military and postal aerial route (wrote the New York correspondent of the *Daily Telegraph* on July 15th). The flight will be made by easy stages of 300 to 350 miles a day, and photographs will be taken along the entire route. The pilots are flying latest models of De Havilland biplanes, and they expect to obtain photographs of country in Canada and Alaska never before visited by white men. A fourth of the flight will be over Canadian territory, and the United States will present the Dominion with a full set of maps and photographs taken over Canada. While one of the chief objects of the expedition is to prove that the postal service from Alaska to the United States, now occupying thirty days, can be made in three, it is intimated that the War Department also has an interest in establishing the most direct aerial route to the Orient. The air fleet on arrival at Nome will make a 100-mile flight to Cape Prince of Wales, a point only fifty miles from [illegible].

The very young Poet was [illegible] lyrical about the beautiful scene [illegible] with his fair lady on a mossy knoll by the [illegible] She, for her part, was silent and appeared to be drinking in the delightful [illegible] [illegible] asked her what she was thinking about. "I was just wondering," she replied, "what was the plural of [illegible]"

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24-19

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THE LOVE OF CHARLES DICKENS.

MORE LETTERS FROM "DAVID" TO "DORA."

Mr. Louis J. McQuilland writes in the *Daily Express*:—

So much interest has been aroused by the story of Charles Dickens' first love, in yesterday's issue of the *Daily Express*, that I went in pursuit of his early love-letters. Alas, they are not to be had; and no one knows where they lie concealed.

Mr. John Harrison Stonehouse, who established the fact that Maria Beadnell was the Dora of "David Copperfield," put me in possession of some new information, and allowed me to browse freely over the pages of the book on the subject compiled and sold by him to Mr. Bixby, of St. Louis, who disposed of it to the Bibliophile Club of Boston for private publication.

The only letters that survive of Dicken's courtship breathe resentment and despair. Even greater than the opposition of the elder Beadnells to their daughter's engagement to a poor journalist was that supplied by Miss Mary Anne Leigh, who was quite obviously in love with Dickens herself, and did all in her power to produce an estrangement. This was not at all difficult, as Miss Beadnell had obviously no intention of marrying her frenzied suitor.

IRONY.

On March 18th, 1833, when the end of the romance had come, Dickens wrote to his beloved with ironic reproof: "Under kindness and encouragement one day and a total change of conduct the next, I have ever been the same. I have ever acted without reserve. I have never held out encouragement which I knew I never meant."

Towards the close of a bitter letter he relents, saying: "A wish for your happiness, although it comes from me, may not be the worse for being sincere and heartfelt. Accept it as it is meant, and believe that nothing will ever afford me more real delight than to hear that you, the object of my first and last love, are happy."

Further letters, couched in formal vein, to "Miss Beadnell," declaimed against her confidence, whom he called "Marianne." Maria answered Dickens coldly and reproachfully, and they parted, not to meet for over twenty years.

A PAIR OF GLOVES.

Writing from the Hotel Meurice, Paris, on February 15th, 1855, Dickens makes an emotional reconciliation with the love of his boyhood:—

"I got the heartache again when I got your commission, and yet it is a great pleasure to be entrusted with it. . . . I once matched a little pair of gloves for you, which I recall were blue ones (I wonder whether people generally wore blue gloves when I was nineteen, or whether it was only you!)."

Dickens wrote to Mrs. Winter from Tavistock House, London, seven days later:—

"Ah! Though it is too late now to read in the old hand what I never read before, I have read it with great emotion and with the old tenderness softened to a more sorrowful remembrance than I can easily tell you. How it all happened as it did we shall never know on this side of Time; but if you had ever told me then what you tell me now, be thoroughly assured that the simple truth and energy which were in my love would have overcome anything."

One would give a good deal to see those missing letters—hidden away somewhere—written in the days when "David" and "Dora" were not too beset by "Rosa Dartle."

WHAT BARRISTERS EARN.

[BY ONE OF THEM.]

The Law Officers' last year's emoluments, as stated recently in Parliament, may encourage many young men and women to flock to the Bar. They will be disappointed.

The Attorney-General's salary was £7,000, plus fees, £15,972. The Solicitor-General received (salary) £6,000, fees £6,900.

When the former added that they would have received double the fees for the same amount of work in private practice, he should have added that only very few barristers get that volume of work.

The fashionable barrister to-day—and there are not more than about six of them—may make anything up to £22,000 a year. But the days when Lawson Walton was said to complain when he did not make £1,000 a week have passed for the present. Also it must be remembered that there are only thirty-eight weeks in the legal year, while the leader who figures in the "causes celebres" does not receive any fee until the brief is actually delivered.

Sir George Jessel, Master of the Rolls, made four hundred pounds the first year of his "call." He became Gladstone's Solicitor-General, in the days when the Law Officer could take private practice, and an old friend of his told the present writer that the high-water mark of income was £22,000. But it is impossible to vouch for the figures.

Actually barristers whose names are never heard of by the outside public are really the big earners. In patent cases, in the commercial courts, and at the Parliamentary Bar incomes ranging from £17,000 even to £30,000 are far less uncommon than at the Common Law Bar.

It is invidious to mention names of men practising at present, but Littler, Balfour Browne, Pope, Fletcher Moulton, and Walter recall memories of big fees that came often.

Sir Edward Clarke relates how after his earliest successes (the Penge case and the trial of the detectives) his earnings rose at once from £3,000 to £5,000 and continued mounting upwards. When, in 1878, he was offered the post of Attorney-General's devil he was earning £5,000, while Bowen, who was vacating that appointment, had made £11,000 a year at it.

It is the same at the Chancery Bar with the half-dozen men who go special. Any leader can put up his fees if he can find solicitors to pay them; but the number of men all told, common law and commercial court, in any one generation who get above the £10,000-a-year mark does not exceed a dozen.

Then come the odd three hundred barristers who find that three thousand, four thousand and five thousand a year takes a lot of making.—*Daily Mail.*

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Mr H. R. Chisholm
Mr & Mrs G. W. Chrisman
Mr Alf. Cohen
Mr & Mrs I. G. Cohn
Mr & Mrs J. S. Conrean
Mrs E. E. Cortes and child
Mr N. Crossler
Mr Delaye
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Miss Luchsinger
Mr A. H. Lustig
Mr Roy L. Loyman
Mr W. A. Macdonald
Mr J. C. Manning
Mr C. P. Mancel
Dr O. Marriott
Mr C. W. Martyr
Mr W. G. McLean
Mr & Mrs E. Moller
Mr J. Montilla
Mr B. Montilla
Mr N. E. Mullen
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Miss Muller
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Mr G. W. Sewell
Mrs T. P. Shannon
Mr R. P. Shaw
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Mr H. Spicer
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Mr E. A. Walker
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Miss White
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Mr A. Wilkinson
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Mr & Mrs F. Hobbs
Mr H. Hyrent
Capt. & Mrs H. S. Harley
Mr J. Jack
Mrs V. T. Kosloff and child
Mr V. P. Kosloff
Mr J. D. Marnitz
Mr & Mrs T. Matthews
Mr R. Nicholls
Mr & Mrs J. H. Oxberry
Mr & Mrs C. Schook
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Mr G. Stainfield
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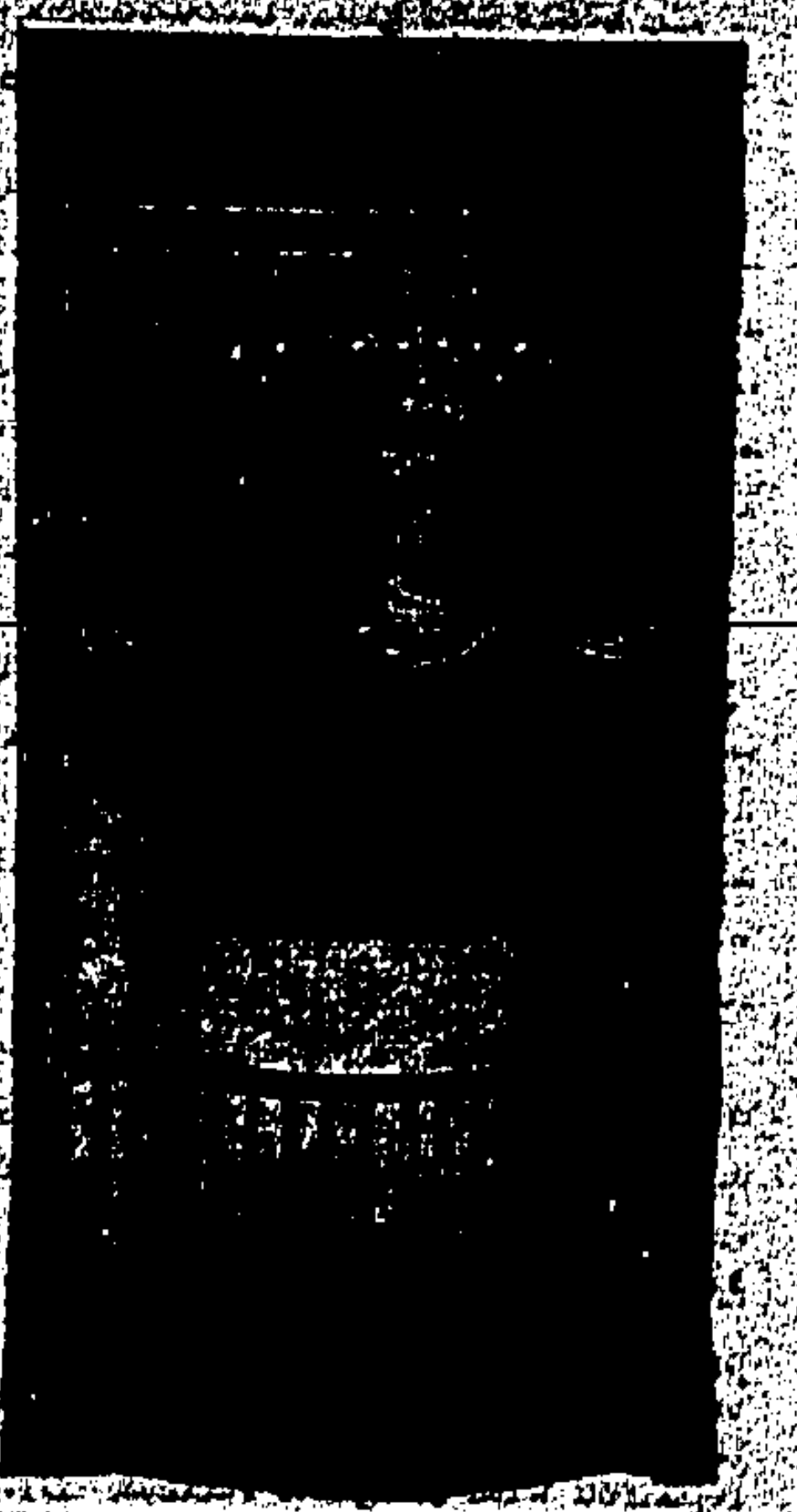

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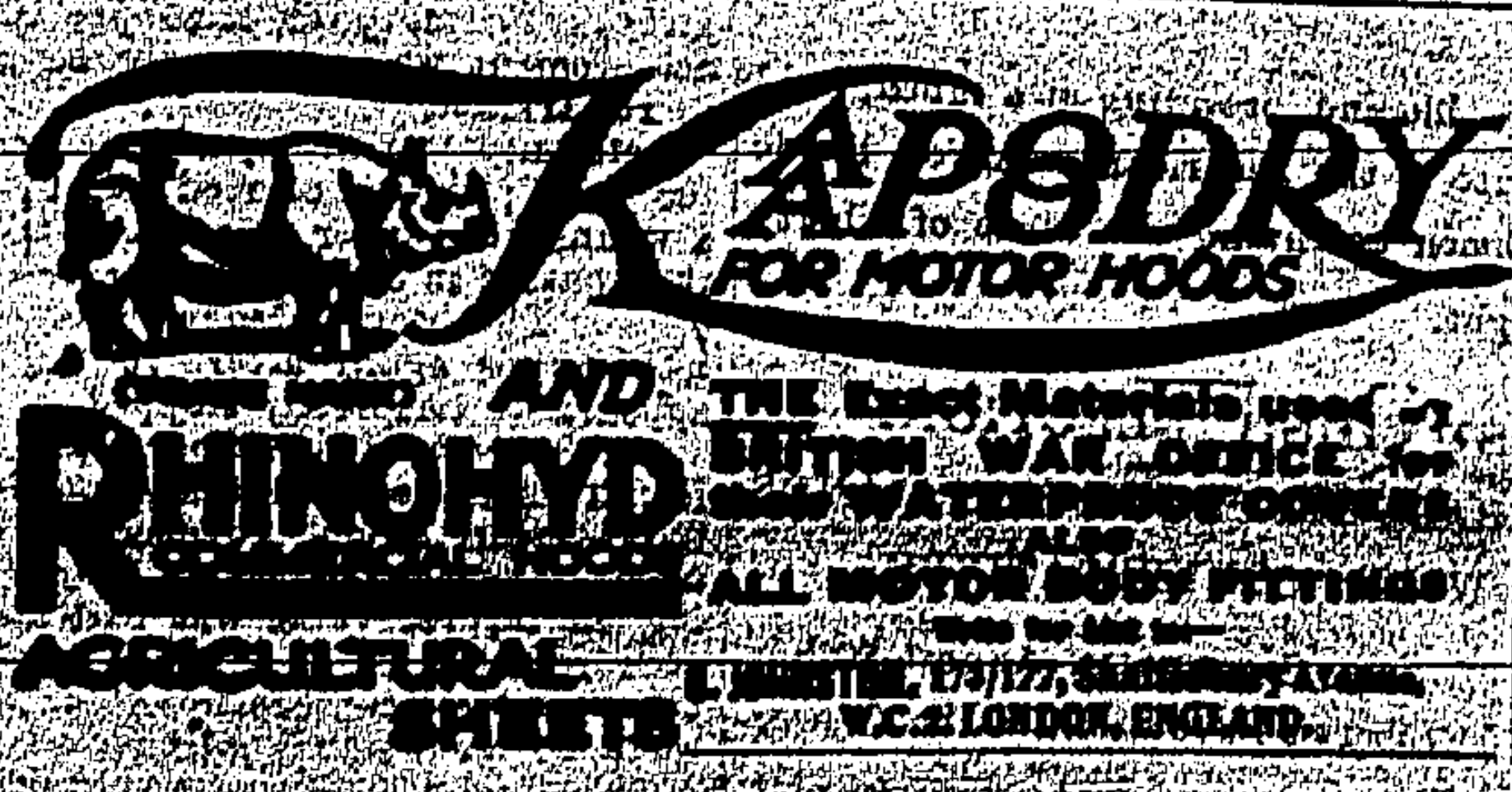

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S.S. "EGREMONT CASTLE" ... on or about 5th Sept.

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"NINGCHOW"	via Suez	25th Aug.
* "BIRMINGHAM CITY"	via Suez	10th Sept.
* "CITY OF DUNKIRK"	via Suez	20th Sept.
"AJAX"	via Suez	1st Oct.

* calling also at Boston.

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FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

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PRIEST-KING OF BUNYORO.

A HARD-WORKED MONARCH.

Mr. John Roscoe, leader of the Mackie Ethnographical Expedition to Uganda, in a letter which has reached England, shows that "the trivial round, the common task" of a Central African potentate who is priest and King and father of his people furnishes all that a monarch, however avid of work, ought to ask. Mr. Roscoe, whose letter is dated May 23rd, says:—

My arrival in Bunyoro was most timely; we have experienced heavy rain from the time I reached until the present. I have had, and still have, some intensely interesting investigation among these pastoral people. During the expedition there has been no tribe with so rich an information.

The King has for years been surrounded with elaborate milk ceremonial, and his life seems to have been daily spent as the great priest of the tribe. From early morning to the last thing at night he was exercised in the priestly office. In the early hours he began by having his great toes anointed to cleanse his path from danger; he then went to cleanse his land from magic and evil and to obtain blessing upon country and people; next came the ceremony of sanctifying the milk, and when that was over he had to set his magistrates the example of settling legal matters with justice. Having done this he had to go to herd some special cattle and thus blessing upon the cattle. Each afternoon he had to partake of some sacred meat and thus gave his blessing to the food of the country, and he ends his day by guarding the place from danger until the late hours of the night.

Let me give some details in explanation of these ceremonies by briefly recounting some of them. First, the early morning ceremony when he goes to his bathroom: two yearling bulls, one black the other red and black, are brought to him. He takes the black bull by the horns, and placing his forehead on a white patch on the bull's forehead he asks the Creator to remove all the evil of the night from him and his people, then taking the red and black bull he asks for blessing, by placing his head against that of the bull as before.

Later comes the ceremony of milking the sacred cows. When these are milked the ceremony of drinking the milk comes, when every person in the royal enclosure must remain still and quiet, not even coughing or clearing the throat on the pain of death. I pass over the trial of cases to the time when he has to go to herd some cows and thus ensure blessing upon the herds of the land.

In the afternoon, at about 4 o'clock, he has to partake of some sacred beef. Before doing so he beats one beat on each of nine sacred drums, which informs the people that he is about to eat, and enjoins silence; all the people cower, and cover their faces wherever they may be. The special cook comes purified, carrying a special fork, and his servant a bowl of meat. The cook kneels in front of the King, who sits on his throne while the cook puts four pieces of meat into his mouth, and has to be careful lest the fork should touch his teeth, because that would mean death to him. After the meat is eaten the sacred herd of cows again comes, and after they are milked the King drinks milk as in the morning.

During the past three months I have been engaged in investigating these cow customs, and find the people have the most wonderful knowledge of cows, and feel sure they would be able to turn this country to profitable use with encouragement and assistance from the British. Without any aid or science they have gained extraordinary insight into disease and the care of cattle. With a little training they would become expert cowmen and supply European markets with meat as well as sending butter and cheese.

PACIFIC PASSENGER RATES

TWENTY PER CENT. INCREASE.

A Seattle telegram states that the representatives of the Nippon Yusen Kaisha and the Osaka Shosen Kaisha have announced that the trans-Pacific passenger rates would be increased by 20 per cent. from Sept. 15th under the terms of an agreement between the following six shipping companies, the Nippon Yusen Kaisha, the Osaka Shosen Kaisha, the Canadian Pacific Ocean Services, the Pacific Mail Steamship Company, the China Mail Steamship Company and the Toyo Kisen Kaisha. The higher cost of food and fuel and increased wages are responsible for the new rates.

STANDARD FREIGHT RATES.

A Tokyo announcement says that the recent conference at Yokohama between representatives of the steamship companies and of the United States Shipping Board has reached a provisional agreement towards the establishment of the standard freight rates on the Pacific, which were sought by the Shipping Board.

"SOME SENTENCE"

With the appropriate heading of "Some Sentence!" a recent issue of *The Morning Post* contains the following:—"Our good friend the *Lancet*, in its current issue, presents an engaging defence of moderate drinking from a medical correspondent resident in Buenos Aires. It explains itself: 'In response to the "Hallelujah" cantations of ascetic mummers, whose psychological diapason is solely comprised of one hyphenated falsetto—to eradicate an abuse it is necessary to lop off the use—I have no compunction in affirming that the rational dietetic use of the fermented juice of the grape, of the hop, and of some cereals is a "god-send" to man's digestion, and that while the indiscriminate use or bestial abuse of same unquestionably speeds down to the grave, universal total abstention would send, in a comparatively short space of time, to depopulate the earth, and, in all probability, would compel whatever might remain with human form ultimately to seek refuge in the Simian realm of arboreal existence.' Need would that the writer [illegible]

WEATHER REPORT.

August 23rd, at 11.47.—No returns from Japanese stations.

Pressure has decreased slightly at Vladivostock, and increased slightly elsewhere; the trough remains stationary.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 76.66 inches against an average of 61.85 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
1. Hongkong to Gap Rock	E. and N.E. winds, moderate; fine generally.
2. Formosa Channel	The same as No. 1.
3. South coast of China between Hongkong and Lamocks	The same as No. 1.
4. South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

AUGUST 23RD, A.M.

Station.	Hour	Barometer at Sea Level	Temperature	Humidity	Wind Direction	Wind Force	Weather
Vladivostock	6 a.	29.78	63	—	N	4	o
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	6 a.	29.74	76	86	NE	1	o
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.79	73	100	SSW	1	of
Gutzlaff	"	29.75	76	92	NNW	1	b
Sharp Peak	7 a.	29.77	80	87	W	2	b
Amoy	6 a.	29.72	81	87	SE	1	b
Swatow	"	—	—	—	—	—	—
Taihoku	"	29.73	77	92	—	0	o
Taichu	"	29.73	75	—	—	0	b
Tainan	"	29.72	77	—	E	2	b
Koshun	"	29.71	79	—	ENE	2	b
Pescadores	"	29.73	79	—	—	0	o
Canton	"	29.70	78	95	—	0	o
Hongkong	"	29.70	79	89	E	2	o
Gap Rock	"	29.67	—	—	ENE	1	c
Macao	"	29.66	79	84	ENE	2	b
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	7 a.	29.66	75	98	ENE	4	rf
Tourane	"	29.66	77	—	SW	2	o
Cape St. James	"	—	—	—	—	—	—
Aparri	6 a.	29.66	77	84	—	2	o
Dagupan	"	—	—	—	—	—	—
Manila	"	29.71	75	92	WNW	1	o
Legaspi	"	29.72	77	96	SW	1	o
Tacloban	"	29.72	75	96	—	0	o
Iloilo	"	29.74	78	90	SW	2	o
Surigao	"	29.73	79	84	—	0	b
Guam	4 a.	29.69	—	—	SW	2	r
Labuan	6 a.	29.80	82	83	SW	2	r

C. W. JEFFRIES, Director.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, is degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew wet.
7. RAIN, in inches, tenths and hundreds.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 23rd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at [illegible] a.m.
Barometer	29.65	29.70	29.67
Temperature	86	78	85
Humidity	72	89	64
Wind Direction	East	East	East
Wind Force	3	2	1
Weather	c	c	b
Rain	—	—	—

Highest open-air Temperature on 22nd ... 86
Lowest open-air Temperature on 23rd ... 79

HONGKONG TIDE TABLE.

From August 24th to 30th, 1920.

Day of Week	Date of Month	High Water H'kong Standard Time h. m.	High Water Height ft. in.	Low Water H'kong Standard Time h. m.	Low Water Height ft. in.
Tues.	24	m. 5 21	6 1	0 38 a.	2 4
		8 12 a.	4 3	11 30 a.	4 1
Wed.	25	m. 6 13	6 3	1 29 a.	2 1
		8 24 a.	4 6	m. 0 35	3 9
Thurs.	26	m. 6 54	6 6	2 12 a.	1 8
		8 52 a.	4 [illegible]	m. 1 28	3 6
Fri.	27	m. 7 33	6 8	2 43 a.	1 5
		9 14 a.	4 8	m. 2 5	3 3
Satur.	28	m. 8 11	7 0	3 13 a.	1 4
		9 28 a.	5 0	m. 2 44	2 0
Sun.	29	m. 8 45	7 3	3 42 a.	1 5
		9 44 a.	5 3	m. 3 22	2 7
Mon.	30	m. 9 20	7 [illegible]	4 [illegible] a.	1 5
		10 [illegible] a.	5 0	[illegible]	[illegible]

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

SHANGHAI via SWATOW	"TUNGSHING"	Wed.	25th Aug.	D'light
TIENTSIN via Weihaiwei & Chefoo	"CHIPSHING"	Wed.	25th Aug.	D'light
HAIPHONG via HOIHOW	"TAKSANG"	Wed.	25th Aug.	8 a.m.
MOJI & KOBE	"KUMSANG"	Wed.	25th Aug.	8 a.m.
MANILA	"YUENSANG"	Fri.	27th Aug.	3 p.m.
TIENTSIN	"CHEONGSHING"	Sat.	28th Aug.	D'light
SHANGHAI	"HOPSANG"	Sun.	29th Aug.	D'light
STRAITS & JAVA via AMOY	"FOOSHING"	Tues.	31st Aug.	D'light
KOBE	"FOOKSANG"	Thurs.	2nd Sept.	5 p.m.
STRAITS & CALCUTTA	"NAMSANG"	Fri.	3rd Sept.	3 p.m.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation sailing from Hongkong every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "NAMSANG"

will be despatched on or about Sept., 3rd, at 3 p.m. for SINGAPORE, PENANG and CALCUTTA.

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Vessel	Due Hongkong
"GLENAVY"	20th Aug.
"PEMBROKESHIRE"	12th Sept.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharging
M/V "GLENAMOY"	about 27th Aug.	LONDON & ROTTERDAM
S/S "GLENBANDA"	" 6th Sept.	LONDON & ANTWERP.
M/V "GLENARIFFE"	" 24th Sept.	GENOA, LONDON & ANTWERP.
"CARNARVONSHIRE"	End of Sept.	GENOA & LONDON.

Movements are subject to change without notice.

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(KAWASAKI STEAMSHIP CO.)

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CHARTERS of all descriptions.

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Eleven steamers of 9,100 tons each dead-weight.

And, under the Company's management:

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
Belonging to the Kawasaki Dockyard Co., Ltd.

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KAWASAKI KISEN KAISHA,
No. 5, Naniwa, Kobe.

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SHIPPING NEWS

ARRIVALS.

August 22nd.

Chipshing, British str., 1,199 tons, from Canton, with a general cargo.—J. M. & Co.

Kung Ping, Chinese str., 1,742 tons, Capt. Shepherd, from Shanghai, with a general cargo.—China Merchants.

Suiyang, British str., 1,945 tons, Capt. Gibbs, from Canton, with a general cargo.—B. & S.

Sunning, British str., 1,750 tons, Capt. Wavell, from Shanghai, with a general cargo.—B. & S.

Yuen Sang, British str., 1,128 tons, Capt. McAinsh, from Manila, with a general cargo.—J. M. & Co.

Yuetshang, Chinese str., 394 tons, Capt. A. Laihovetsky, from Swatow, with a general cargo.—Po Lee S.S. Co.

August 23rd.

Hangchow, British str., 990 tons, Capt. McEachren, from Manila—B. & S.

Hong Moh, British str., 2,562 tons, Capt. Holmes, from Amoy, with a general cargo.—Seng Soon Hong.

Tientsin, British str., 1,224 tons, Captain Dillion, from Swatow, with a general cargo.—B. & S.

CLEARANCES.

August 21st.

Africa Maru, for Tacoma.
Chenan, for Shanghai.
Chengtu, for Singapore.
Chip Shing, for Canton.
Egmont Castle, for Manila.
Greenland, for Baltimore.
Haifong, for Haiphong.
Haimun, for Haiphong.
Ixion, for Vancouver.
Kamyingfat, for Pakhoi.
Kaiwo Maru, for Hongay.
Nanking, for San Francisco.
Pheumpenh, for Saigon.
Suiyick, for Shanmei
Takada, for Calcutta.
Tung Shing, for Canton.
Wo Sun, for Kwong Chow Wan.
Yuetwah, for Swatow.

August 22nd.

Kiukiang, for Canton.
Nagato Maru, for Kobe.
Soshu Maru, for Canton.

August 23rd.

Carnarvonshire, for Yokohama.
Doylestown, for Singapore.
Hangchow, for Saigon.
Hermes, for Singapore.
Hydrangea, for Swatow.
Ichang, for Haiphong.
Kung Hong, for Shanmi.
Kung Ping, for Canton.
Mentor, for Shanghai.
[illegible], for Kobe.
Prometheus, for Singapore.
Sunning, for Canton.
Sun Tak, for Saigon.
Taishin Maru, for Canton.
Tamba Maru, for Yokohama.

PASSENGERS.

DEPARTURES.

Per s.s. *Nanking*, on August 23rd:—Mr. J. D. Bush, Miss P. A. da Costa, Capt. and Mrs. Edwin Judd, Mr. and Mrs. S. Turner, and Miss E. White.

SHIPPING MOVEMENTS.

The s.s. *Methven* from Singapore is expected to arrive here on Wednesday.

The R.M.S. *Monteagle* arrived at Shanghai on August 21st, left there the same afternoon and was due at Moji yesterday.

The s.s. *Kansas* from New York is due to arrive here on September 2nd.

The N.Y.K. s.s. *Shidzuoka Maru* (European line) left Shanghai for this port on August 22nd, and is expected here on August 25th.

The N.Y.K. s.s. *Fushimi Maru* (American line) left Kobe for this port via Nagasaki, Shanghai, and Manila on August 22nd, and is expected here on September 3rd.

The P. & O. s.s. *Plassy* left Shanghai for this port on the 22nd inst. at 7 a.m. and is due here on the 25th inst., at about 8 a.m.

The s.s. *Muncaster Castle* (Dodwell line) left New York on August 14th for China and Japan.

THE JONES BILL.

DANGER OF FREIGHT WAR.

A responsible official of the Osaka Shosen Kaisha, interviewed at Osaka recently with regard to the Pacific freight rate questions, said that Japanese shipping interests did not desire a freight war in the Pacific, the fact being that they were anxious to establish fair conference rates, but the Jones Bill was the skeleton in the cupboard as it embodied measures detrimental to foreign shipping interests, and extended effective protection to American shipping. It was true, he added, that some Japanese shipping companies were receiving Government subsidies, but these were few in number and the amount of the subsidies was insignificant. The Osaka Shosen Kaisha's American lines were not subsidised nor were many other Japanese shipping companies and, therefore, the adoption of uniform conference rates would give a great advantage to American shipping, which was strongly fortified by the Jones Shipping Bill. The Osaka Shosen Kaisha sincerely hoped for the revision of the Jones Bill which would greatly assist amicable relationship between American and Japanese shipping interests.

STEALING A VESSEL.

A VLADIVOSTOCK SURPRISE.

The Vladivostock Government recently petitioned the Japanese to allow the 900-ton vessel *Patrokol* to leave port. Consent was obtained and the Government loaded the *Patrokol* with foodstuffs as supplies for lighthouses and coastguard stations on the northern coasts. On the night of August 15th a band of armed men attacked the crew of the *Patrokol* some of whom mutinied and joined the attacking party, while the remainder were overpowered and bound hand and foot. The assailants having secured possession of the vessel, she shortly after quietly slipped out of the port. The coastguards, not being armed, were powerless to detain her.

VESSELS EXPECTED.

Ajax (Blue Funnel line), due September 11th.

Akita Maru (New York line), from Moji, due August 25th.

Anyo Maru, from Japan, due August 27th.

Benledi, due August 26th.

Ceylon Maru, from Japan, due August 28th.

Dakar Maru (Hamburg line), due Sept. 6th.

Eurypylus, due August 31st.

Kansas, from New York, due August 28th.

Knight of the Garter (Blue Funnel line), due September 1st.

Methven, from Singapore, due August 25th.

Mishima Maru (European line), due Sept. 8th.

Sado Maru (European line), due September 16th.

Shidzuoka Maru, from Japan, due August 25th.

Shinyo Maru, due August 24th.

Tenshin Maru (Bombay line), from Moji, due August 25th.

Totomi Maru (Calcutta line), due August 27th.

Wakasa Maru (Liverpool line), due Sept. 12th.

Yetorofu Maru, from Bombay, due August 30th.

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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
BOSTON & NEW YORK via Suez	Ningchow	Brit.	The Bank Line, Ltd.	On 28th inst.
NEW YORK via Suez Canal	Akita Maru	Jap.	Nippon Yusen Kaisha	On 26th inst.
NEW YORK via Suez Canal	[illegible] Castle	Brit.	Dodwell & Co., Ltd.	About 5th Sept.
NEW YORK via Japan Ports, San Francisco, &c.	Honolulu Maru	Jap.	Osaka Shosen Kaisha	On 9th Sept.
NEW YORK via Suez Canal	Celtic Prince	Am.	Shewan, Tomes & Co.	Early Oct.
SAN FRANCISCO via Shanghai & Japan, &c.	Nile	Am.	China Mail S.S. Co., Ltd.	On 28th inst.
SAN FRANCISCO via Usual Ports of Call	West Inskip	Am.	Pacific Mail S.S. Co.	Last half of Aug.
SAN FRANCISCO via Shanghai & Japan, &c.	Shinyo Maru	Jap.	Toyo Kisen Kaisha	On 6th Sept.
SAN FRANCISCO via Shanghai & Japan, &c.	Persia Maru	Jap.	Toyo Kisen Kaisha	On 17th Sept.
SAN FRANCISCO via Shanghai & Japan, &c.	China	Am.	China Mail S.S. Co., Ltd.	On 24th Sept.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Delight	Am.	Frank Waterhouse & Co.	About 8th Sept.
SEATTLE & Victoria, via J. Ports, Shanghai, &c	Fushimi Maru	Jap.	Nippon Yusen Kaisha	On 11th Sept., at 11 a.m.
VANCOUVER via Shanghai & Japan, &c.	Empress of Russia	Brit.	Canadian Pacific O. S. Ltd.	On 26th inst.
VANCOUVER via Shanghai & Japan, &c.	Monteagle	Brit.	Canadian Pacific O. S. Ltd.	On 26th Oct.
VICTORIA & Vancouver, B.C., via Shanghai, &c.	Methven	Brit.	Canadian Pacific O. S. Ltd.	On 31st inst.
VICTORIA, Seattle & Vancouver	Talthybius	Brit.	Butterfield & Swire	On 6th Sept.
VICTORIA, Vancouver, Seattle & Tacoma	Arabia Maru	Jap.	Osaka Shosen Kaisha	On 27th Sept.
MARSEILLES & London via S'pore, Pang &c.	Plassy	Brit.	P. & O. B. I. & A. L.	About 26th inst., at Noon
MARSEILLES via Haiphong, Saigon, S'pore &c.	Andre Lebon	Fren.	Messageries Maritimes	About 6th Sept.
LIVERPOOL & Marseilles via Singapore, C'bo &c.	Tottori Maru	Jap.	Nippon Yusen Kaisha	End of Sept.
HAVRE & Liverpool	Rhesus	Brit.	Butterfield & Swire	On 4th Sept.
GENOA, Marseilles, Glasgow & Liverpool	Bellerophon	Brit.	Butterfield & Swire	On 25th inst.
LONDON & Antwerp via Singapore, Penang, &c.	Shidzuoka Maru	Jap.	Nippon Yusen Kaisha	On 26th inst., at Noon
LONDON & Rotterdam	Glensmoy	Brit.	Jardine, Matheson & Co., Ltd	About 27th inst.
London, Amsterdam & Hamburg	Protesilaus	Brit.	Butterfield & Swire	On 3rd Sept.
LONDON, Antwerp & Rotterdam &c.	Alps Maru	Jap.	Osaka Shosen Kaisha	On 7th Sept.
London, Amsterdam & Antwerp	Achilles	Brit.	Butterfield & Swire	On 9th Sept.
LONDON	Kansas	Brit	The Bank Line, Ltd.	On 10th Sept.
London, Rotterdam & Antwerp	Teiresias	Brit.	Butterfield & Swire	On 28th Oct.
ROTTERDAM & Hamburg	Tobe	Brit.	Butterfield & Swire	Beginning of Sept.
BOMBAY & Colombo	Luzon Maru	Jap.	Osaka Shosen Kaisha	On 26th inst.
BOMBAY & Colombo via Singapore	Tenshin Maru	Jap.	Nippon Yusen Kaisha	On 28th inst.
STRAITS & Java via Amoy	Foosbing	Brit.	Jardine, Matheson & Co., Ltd.	On 31st inst., at D'light.
STRAITS & Calcutta	Namsang	Brit.	Jardine, Matheson & Co., Ltd.	On 3rd Sept., at 3 p.m.
SINGAPORE, Penang, C'bo, Brindisi Venice, &c.	Innsbruck	Brit.	Dodwell & Co., Ltd.	About 2nd Sept.
CALCUTTA & Rangoon via Singapore & Penang	Ceylon Maru	Jap.	Nippon Yusen Kaisha	On 29th inst.
CALCUTTA via Straits & Rangoon	Japan	Brit.	P. & O.-B. I. & A. L.	About 5th Sept.
LOS ANGELES CALIFORNIA, U.S.A.	Vinita	Am.	Los Angeles Pacific Nav. Co.	About 15th Sept
AUSTRALIAN PORTS via Manila	Kwah Ping	Chi.	The China & Australia S.S. Co.	On 12th Sept.
AUSTRALIAN PORTS via Manila	Tango Maru	Jap.	Nippon Yusen Kaisha	On 22nd Sept., at 11 a.m.
AUSTRALIAN PORTS via Sandakan	Hanowna	Brit.	P. & O.-B. I. & A. L.	About 25th Sept.
AUSTRALIAN PORTS	Changsha	Brit.	Butterfield & Swire	On 27th Sept.
SYDNEY & Melbourne	Kunajiri Maru	Jap.	Osaka Shosen Kaisha	On 25th Sept.
BUENOS AIRES, Rio De Janeiro, Santos, &c.	Chicago Maru	Jap.	Osaka Shosen Kaisha	On 9th Sept.
VALPARAISO via Japan, Honolulu, San F'cisco &c.	Anyo Maru	Jap.	Toyo Kisen Kaisha	On 9th Sept.
JAPAN Ports	Madras Maru	Jap.	Osaka Shosen Kaisha	On 30th inst.
JAPAN	Samarang Maru	Brit.	Dodwell & Co., Ltd.	About 31st inst.
MOJI & KOBE	Kumsang	Brit.	Jardine, Matheson & Co., Ltd.	On 25th inst., at 6 a.m.
NAGASAKI, Kobe & Yokohama	Nikko Maru	Jap.	Nippon Yusen Kaisha	On 18th Sept., at 11 a.m.
TIENTSIN via Weihaiwei & Chefoo	Chipshing	Brit.	Jardine, Matheson & Co., Ltd.	On 25th inst., at D'light.
TIENTSIN	Cheongshing	Brit.	Jardine, Matheson & Co., Ltd.	On 28th inst., at D'light.
SHANGHAI	Tungshing	Brit.	Jardine, Matheson & Co., Ltd.	On 25th inst., at D'light.
SHANGHAI	Suiyang	Brit.	Butterfield & Swire	On 27th inst., at D'light.
SHANGHAI & Tsingtao	Tean	Brit.	Butterfield & Swire	On 28th inst., at 4 p.m.
SHANGHAI, Kobe & Yokohama	Totomi Maru	Jap.	Nippon Yusen Kaisha	On 28th inst.
SHANGHAI	Hopsang	Brit.	Jardine, Matheson & Co., Ltd.	On 29th inst., at D'light.
SHANGHAI & Japan	Gregory Apcar	Brit	P. & O.-B. I. & A. L.	About 1st Sept.
SHANGHAI & Japan	Hungaria	Brit.	Dodwell & Co., Ltd.	About 2nd Sept.
SHANGHAI, Kobe & Yokohama	Armand Behic	Fren	Messageries Maritime	About 4th Sept.
AMOY, Shanghai & Pukow	Sunning	Brit.	Butterfield & Swire	On 25th inst., at 5 p.m.
AMOY, MANILA, Cebu & Iloilo	Taming	Brit.	Butterfield & Swire	On 28th inst., at 4 p.m.
SWATOW & Bangkok	Kanchow	Brit.	Butterfield & Swire	On 24th inst., at Noon.
SWATOW, Amoy & Foochow	Haihong	Brit.	Douglas Lapraik & Co.	On 24th inst., at 2 p.m.
SWATOW, Amoy & Foochow	Haiching	Brit.	Douglas Lapraik & Co.	On 27th inst., at 2 p.m.
SWATOW, Amoy & Foochow	Hailoong	Brit.	Douglas Lapraik & Co.	On 31st inst., at 2 p.m.
HAIPHONG via Hoihow	Taksang	Brit.	Jardine, Matheson & Co., Ltd	On 25th inst., at 8 a.m.
KEELUNG via Swatow & Amoy	Amakusa Maru	Jap.	Osaka Shosen Kaisha	On 27th inst.
TAKAO via Swatow & Amoy	Soshu Maru	Jap.	Osaka Shosen Kaisha	On 26th inst.
MANILA	Yuensang	Brit.	Jardine, Matheson & Co., Ltd	On 27th inst., at 3 p.m.
JAVA	Tjikini	Dut.	Java-China-Japan Lijn	About 3rd Sept.
JAVA	Borneo Maru	Brit.	Dowell & Co., Ltd.	About 16th Sept.
SAIGON, Bangkok & Singapore	Shisen Maru	Jap.	Osaka Shosen Kaisha	On 1st Sept.

ON SALE.

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FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

FIFTY-EIGHTH ANNUAL ISSUE.

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[illegible]

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Batavia. Samarang. Padang.
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East Coast of Sumatra.

C P O S

SAILINGS

HONGKONG to VANCOUVER

via Shanghai, Nagasaki (*Moji) Kobe & Yokohama

Steamers	From Hongkong	Due Vancouver
EMPRESS OF RUSSIA	Aug. 26	Sept. 13
EMPRESS OF JAPAN	Sept. 14	Oct. 5
EMPRESS OF ASIA ...	Sept. 23	Oct. 11
EMPRESS OF RUSSIA	Oct. 21	Nov. 8
*MONTEAGLE	Oct. 26	Nov. 19
EMPRESS OF JAPAN	Nov. 9	Nov. 30
EMPRESS OF ASIA ...	Nov. 18	Dec. 6
EMPRESS OF RUSSIA	Dec. 16	Jan. 3
*MONTEAGLE	Dec. 31	Jan. 24

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passage orders covering all such reservations will be issued here.

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"CHANGSHA"	21st Sept.	27th Sept.

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N. Y. K.

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Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.
FUSHIMI MARU (omitting Manila) ... ... Saturday, 11th Sept., at 11 a.m.
KATORI MARU ... ... Thursday, 30th Sept., at 11 a.m.
TAJIMA MARU ... ... Friday, 8th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.
SHIDZUOKA MARU ... ... Thursday, 26th Aug., at Noon.
KAGA MARU ... ... Thursday, 9th Sept., at Noon.
YOKOHAMA MARU ... ... Friday, 17th Sept., at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo Suez and Port Said.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.
TOTTORI MARU ... ... End of September.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
TANGO MARU ... ... Wednesday, 22nd Sept., at 11 a.m.
NIKKO MARU ... ... Wednesday, 20th Oct., at 11 a.m.

NEW YORK via Suez Canal
AKITA MARU ... ... Thursday, 26th August.

SOUTH AMERICAN PORTS via Singapore, Rangoon, Calcutta Durban & Cape Town.

BOMBAY & COLOMBO via Singapore.
TENSHIN MARU ... ... Thursday, 26th August.

CALCUTTA & RANGOON via Singapore & Penang.
CEYLON MARU ... ... Sunday, 29th August.
BOMBAY MARU ... ... Saturday, 4th September.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
NIKKO MARU ... ... Saturday, 18th Sept., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
TOTOMI MARU ... ... Saturday 28th August.
YETOROFU MARU ... ... Tuesday 31st August.
MISHIMA MARU ... ... Thursday, 9th Sept., at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. [illegible], Manager.

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TO
UNITED KINGDOM AND CONTINENT.

LONDON ... ... "KANSAS" ... ... 10th Sept.
LONDON ... ... "SWAZI" ... ... 20th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

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General Agents.

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail	
HAIPHONG	"TIENTSIN"	On 24th Aug.,	D'light.
SAIGON	"HANGCHOW"	On 24th Aug.,	D'light.
SWATOW and BANGKOK	"KANCHOW"	On 24th Aug.,	Noon.
BANGKOK	"PAKHOI"	On 24th Aug.,	2 P.M.
SAIGON	"SINGAN"	On 25th Aug.,	3 P.M.
AMOY, SHANGHAI & PUKOW	"SUNNING"	On 26th Aug.,	5 P.M.
SHANGHAI	"SUIYANG"	On 27th Aug.,	D'light.
AMOY, MANILA, CEBU & ILOILO	"TAMING"	On 28th Aug.,	4 P.M.
SHANGHAI & TSINGTAO	"TEAN"	On 28th Aug.,	4 P.M.
AMOY & SHANGHAI	"CHEKIANG"	On 31st Aug.,	10 A.M.

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"HAIHONG" ...	Capt. W. C. Passmore	TUESDAY, 24th Aug., at 3 P.M.
"HAICHING"	Capt. A. H. Stewart	FRIDAY, 27th Aug., at 3 P.M.
"HAILOONG"	Capt. J. S. Thomson	TUESDAY, 31st Aug., at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Blake [illegible]

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

LOS ANGELES PACIFIC NAVIGATION COMPANY
TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG
TO
LOS ANGELES, CALIFORNIA, U.S.A.

Due Inwards	About	Sailing	About
S.S. VINTA	Sept. 12th.	S.S. VINTA	Sept. 15th.
S.S. WEST HIXTON ...	Oct. 7th.	S.S. WEST HIXTON ...	Oct. 10th

Through Bills of Lading to all U.S. and Canadian Overland Points no Transhipment en-route. Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

Head Office:—Los Angeles, Calif.
Branch Office:—Kobe, Shanghai
Manila, Singapore.

Hongkong Office:—Prince's Building, Chater Rd.
Tel. No. 1082.
CHAS. E. RICHARDSON
General Agent for South China.

6851

P. & O. — BRITISH INDIA. APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"PLASSY"	7,400	28th Aug. Noon.	Marseilles, London & Antwerp
"KHIVA"	9,000	17th Sept.	Marseilles, London & Antwerp
"JEYPORE" (Cargo)	7,400	11th Sept.	Marseilles, London & Antwerp
"NANKIN"	6,900	6th Oct.	Marseilles, London & Antwerp.
"KASHGAR"	8,900	26th Oct.	Marseilles, London & Antwerp.
"ALIPORE"	5,300	30th Oct.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"JAPAN"	8,100	8th Sept.	Straits, Rangoon & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	25th Sept.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,600	1st Sept.	Shanghai & Japan
"KANOWNA"	7,000	7th Sept.	Kobe direct.
"NANKIN"	6,900	8th Sept.	Shanghai & Japan.
"ARRATOON APCAR"	4,900	11th Sept.	Shanghai & Japan.
"KASHGAR"	8,900	23nd Sept.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2½ft. x 2ft. x 1 will be received at the Company's Office up to Noon of the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.

1

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" ... (Call Marseilles) ... Tuesday, 7th Sept.
"ATLAS MARU" ... ... Saturday, 25th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"CHICAGO MARU" ... ... Thursday, 9th Sept.
"CANADA MARU" ... ... Tuesday, 2nd Nov.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"LUZON MARU" ... ... Thursday, 26th Aug.
"SIAM MARU" ... ... Friday, 27th Aug.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service

"SHISEN MARU" ... ... Wednesday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

"KUNAJIRI MARU" ... ... Friday, 24th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway

"ARABIA MARU" ... ... Monday, 27th Sept.

SAN FRANCISCO & NEW ORLEANS.

"BORNEO MARU" ... ... Friday, 3rd Sept.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" ... ... Thursday, 9th Sept.

NEW ORLEANS LINE.

"BORNEO MARU" ... ... Friday, 3rd Sept.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"MADRAS MARU" ... ... Monday, 30th August.

KEELUNG via SWATOW & AMOY—These steamers will have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... ... Friday, 27th August.

TAKAO via SWATOW & AMOY.

"BOSHU MARU" ... ... Thursday, 26th August

For sailing dates and further particulars please apply to—

Y. YASAUDA,
Manager,
No. 1, Queen's Building.

22

Tel. No. 744 & 745.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

Steamers			Tons			Leave Hongkong
SHINYO MARU	...	...	22,000	...	...	...Sept. 6th.
PERSIA MARU	...	...	9,000	...	...	...Sept. 17th.
KOREA MARU	...	...	20,000	...	...	...Sept. 30th.
SIBERIA MARU	...	...	20,000	...	...	...Oct. 12th.
TENYO MARU	...	...	22,000	...	...	...Oct. 28th.

SOUTH AMERICAN LINE
HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamers			Tons		Leave Hongkong.
ANYO MARU	...	...	18,500	...	Sept. 9th.
SEIYO MARU	...	...	14,000	...	Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
Messrs. T. E. GRIFFITHS, LTD.

[85

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

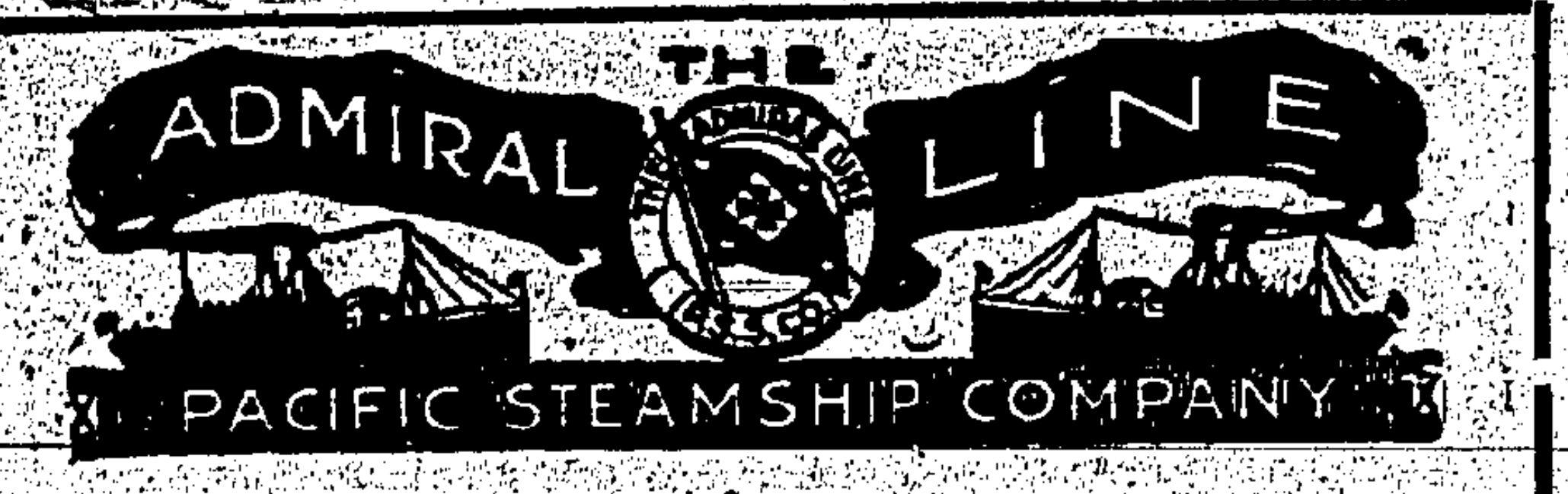
Destination	Steamer & Displacement	Sailing Dates
SHANGHAI, KOBE & YOKOHAMA ...	"ARMAND BEHIC" 10,000 ...	On or about 4th Sept
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ PORT-SAID ...	"ANDRE LEBON" 22,000 ...	On or about 6th Sept.
	"PAUL LECAT" ... 20,000 ...	On or about 19th Sept.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

Telephone 740.



TRANS-PACIFIC FREIGHT SERVICE.

operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER
(Calling at Shanghai and Kobe).

For PORTLAND direct.
(Calling at Shanghai and Kobe).

For SAN FRANCISCO and SEATTLE.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers
"ECUADOR," "VENEZUELA" & "COLOMBIA,"
HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "WEST INSKIP" ... —Last half of August for San Francisco via Shanghai and Japan.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

HONGKONG—CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.
Hotel Mansions.
Cable Address "SOLANO."

Telephone 141.

POST OFFICE NOTICE

Money orders can now be issued payable in Germany, through the intermediary of the London Post Office.

INWARD MAILS.

FROM	PER	DUE.
U.S.A., JAPAN and SHANGHAI ...	*Shinyo Maru* ...	24th Aug.
SHANGHAI ...	*Plassy* ...	25th Aug.
SHANGHAI ...	*Shidzuoka Maru*	25th Aug.
JAPAN ...	*Tenshin Maru*	25th Aug.
JAPAN ...	*Akita Maru* ...	25th Aug.
STRAITS ...	*Melbourne* ...	25th Aug.
JAPAN ...	*Anyo Maru*	27th Aug.
STRAITS ...	*Totomi Maru*	27th Aug.
JAPAN ...	*Ceylon Maru* ...	28th Aug.
BOMBAY ...	*Yetorofu Maru* ...	30th Aug.

OUTWARD MAILS.

FOR	PER	DATE
*Swatow and *Bangkok ...	*Kanchow* ...	Tuesday, 24th, 11.00 A M
*Swatow ...	*Hock Lee*	Tuesday, 24th 11.00 A M
Swatow, Amoy and Foochow ...	*Hai Hong*	Tuesday, 24th, 1.00 P M
Bangkok ...	*Pakhoi* ...	Tuesday, 24th, 2.00 P M
Shanghai, N. China & *Japan via Yokohama	*Bauru*	Tuesday, 24th, 3.00 P M
Swatow, *Shanghai, and *North China	*Tungshing* ...	Tuesday 24th, 5.00 P M
Tientsin ...	*Taishan Maru*	Tuesday, 24th, 5.00 P M
Philippine Islands ...	*Bellerophon*	Tuesday, 24th, 5.00 P M
Saigon ...	*Singan* ...	Wednesday, 25th, 2.00 P M
Amoy, *Shanghai and *North China	*Sunning* ...	Wednesday, 25th, 4.00 P M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and *EUROPE via VANCOUVER, B.C.	*Empress of Russia*	Thursday, 26th, Registration 9.15 A M Letters 10.00 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, S. Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES...	*Shidzuoka Maru*	Thursday, 26th, Registration 9.45 A M Letters ... 10.30 A M
*Straits, *Bangkok, *Ceylon, *Mauritius, South Africa, *L. Marques, *India via Dhanushkodi, Bombay, Aden, *Egypt & *EUROPE via MARSEILLES ...	*Plassy* ...	Thursday 26th, Registration 9.15 A M Letters ...10.30 A M
Swatow, Amoy and Formosa via Takao	*Soshu Maru* ...	Thursday, 26th, 11.00 A M
Shanghai and North China ...	*Suiyang* ...	Thursday, 26th, 5.00 P M
*Swatow, *Amoy & Formosa via Keelung	*Kaijo Maru* ...	Friday, 27th, 11.00 P M
Swatow, Amoy, and Foochow ...	*Haiching*	Friday, 27th, 1.00 P M
Haiphong ...	*Tjipanas*	Friday, 27th, 5.00 P M
Philippine Islands ...	*Taming* ...	Saturday, 28th, 3.00 P M
Shanghai and North China ...	*Tean* ...	Saturday, 28th, 3.00 P M
Swatow, Amoy and Formosa via Keelung	*Amakusa Maru* ...	Sunday, 29th, 11.00 A M
Swatow, Amoy and Foochow ...	*Hai Loong* ...	Tuesday, 31st, 1.00 P M
		—: SEPTEMBER :—
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES ...	*Kaga Maru*	Thursday, 8th, Registration 9.45 A M Letters ... 10.30 A M

* Correspondence bearing vessel's name only.

From Sheungwan Western Branch P. O.

FOR	ON WEEK-DAYS	ON SUNDAY	ON HOLIDAYS
Canton and Samshui ...	7.30 A.M. 9.30 P.M. 9.30 P.M.	9.30 P.M.	7.30 A.M. 9.03 A.M. 9.30 P.M.
Tai Ping Tung ...	9.30 P.M.	9.30 P.M.	9.30 P.M.
Shek Ki ...	8.00 P.M.	9.30 P.M.	6.00 P.M.
Kongmoon ...	8.00 P.M.	6.00 P.M.	6.00 P.M.
Kaukong... ...	6.00 P.M.	6.00 P.M.	6.00 P.M.
Wuchow... ...	Except Saturday 4.00 P.M.	10.30 A.M.	4.00 P.M.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(DIRECT).

"PROTESILAUS"	3RD SEPT.	London, Amsterdam & Hamburg.
"ACHILLES"	9TH SEPT.	London, Amsterdam & Antwerp.
"MENTOR"	21ST SEPT.	London, Amsterdam & Antwerp.
"KEEMUN"	12TH OCT.	London, Amsterdam & Hamburg.
"TEIRESIAS"	26TH OCT.	London, Rotterdam & Antwerp

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"BELLEROPHON"	25TH AUG.	Genoa, Ms'lles, L'pool & Glasgow.
"RHESUS"	4TH SEPT.	Havre & Liverpool.
"CYCLOPS"	11TH SEPT.	Genoa, Ms'lles, L'pool & Glasgow
"TITAN"	5TH OCT.	Genoa, Ms'lles, L'pool & Glasgow.

PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA).

"TALTHYBIUS"	6TH SEPT.	Victoria, Seattle & Vancouver.
"TYNDAREUS"	6TH OCT.	
"TEUCER"	5TH NOV.	

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).

See separate Joint advertisement.

HOMEWARD PASSENGER SERVICE

"MENTOR"	21ST SEPT.	for London direct.
"STENTOR"	8TH OCT.	for London direct.
"TEIRESIAS"	26TH OCT.	for London direct.
"IDOMENEUS"	9TH NOV.	for Liverpool via Marseilles.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE,
AGENTS.

1241]

COMMERCIAL.

OPENING QUOTATIONS.

August 23rd.

ON LONDON.—	
Telegraphic Transfer ...	4/4
Bank Bills, on demand ...	4/4[illegible]
Bank Bills, at 30 days sight ...	4/4[illegible]
Bank Bills, at 4 months' sight ...	4/4[illegible]
Credits, at 4 months' sight ...	4/6[illegible]
Documentary Bills 4 months' sight	4/6[illegible]
ON PARIS.	
Bank Bills, on demand	
Credits, 4 months' sight ...	1160
ON NEW YORK.—	
Bank Bills on demand ...	nom.
Credits, at 60 days' sight ...	80½
ON BOMBAY.—	
Telegraphic Transfer ...	nom.
Bank Bills, on demand ...	nom.
ON CALCUTTA.—	
Telegraphic Transfer ...	nom
Bank Bills, on demand ...	nom.
ON SHANGHAI.—	
Bank bills, at sight ...	nom
Private, 30 days' sight ...	nom.
ON YOKOHAMA.—On demand ...	154
ON MANILA.—On demand—Pesos ...	171 n.
ON SINGAPORE.—On demand ...	187¼
ON BATAVIA.—On demand ...	223
ON HAIPHONG.—On demand ...	nom.
ON SAIGON.—On demand ...	nom.
ON BANGKOK.—On demand ...	48¼
SOVEREIGNS, Bank's Buying rate ...	$ 4.50 n.
GOLD LEAF 100 fine, per tael ...	$83.90
BAR SILVER per oz. ...	63½d.

SUBSIDIARY COINS.

		Per cent.	
Hongkong...20 cents piece		$0.00	Discount
Hongkong...10	"	0.09	"
Canton ...20		10.95	"
Canton ...10		0.00	Premium

BANKS

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.

Hongkong, November 2nd., 1919. 9

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital ...	£2,000,000
Reserve Fund ...	£3,000,000
Reserve Liability of Proprietors ...	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROOKATT,
Manager.

Hongkong, March 27th, 1920. [52

THE BANK OF TAIWAN LIMITED (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed ...	Yen 60,000,000
Capital (Paid-up ...	" 37,500,000
Reserve Funds ...	" 7,030,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON, COUNTY, WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.

HONGKONG BRANCH,
3, Des Voeux Road, Central,
Hongkong, November 1st, 1919. [43

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London, E.C. 3.

Authorised Capital ...	£3,000,000
Subscribed Capital ...	£1,800,000
Paid-up Capital ...	£1,050,000
Reserve Fund ...	£1,050,000

Bankers:
The BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong June 30th, 1920. 144

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital ...	$2,000,000.00
Reserve Fund ...	200,000.00

Directors:
Mr. PONG WAI TONG, Chairman.

Mr. Chow Shou Son,	Mr. Kan Ying Po,
Mr. Li Koon Chun,	Mr. Mok Ching Kong,
Mr. Fung Ping Shan,	Mr. Wong Yun Tong,
Mr. P. K. Kwok,	Mr. Chan Ching Shek,

Mr. Ng Chang Lok.
Chief Manager:—Kan Tong Po, Esq.
Asst. Manager:—L. Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 % per annum.
For 6 months at the rate of 4 % per annum.
For 12 months at the rate of 5 % per annum.

KAN TONG PO, Chief Manager.
Hongkong February 12th, 1920. [109

BANQUE DE L'INDO-CHINE (FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital ...	Frs. 72,000,000.00
Paid up Capital ...	Frs. 68,400,000.00
Reserves Funds ...	Frs. 69,567,203.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	
Hanoi	Pondichery	

BANKERS.

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de-Pays-Bas; Crédit Industrial et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, August 2nd, 1919. [76

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ...	$15,000,000
Reserve Funds:—	
Sterling ...	£1,500,000
Silver ...	$23,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:
Hon. Mr. E. V. D. PARR—Chairman.
A. H. COMPTON, Esq.—Deputy Chairman.

G. M. Dodwell, Esq.	Hon. Mr. J. Johnston
G. T. M. Edkins, Esq.	A. O. Lang, Esq.
A. S. Gubbay, Esq.	W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak	J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.

Acting Manager:
Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, May 18th, 1920. 6

BANQUE INDUSTRIELLE DE CHINE (FRENCH BANK).

AUTHORISED CAPITAL ...	F. 250,000,000
SUBSCRIBED CAPITAL ...	F. 150,000,000
PAID UP ...	F. 75,000,000
SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC ...	F. 50,000,000

Chairman of the Board of Directors	André Berthelot
General Manager ...	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp

BANKERS:

In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. MONTARGIS,
Manager.

Hongkong, August 17th, 1920.

VICKERS-PETTER

SEMI-DIESEL CRUDE OIL ENGINES

100 B.H.P. VICKERS-PETTER SEMI-DIESEL LAND TYPE ENGINE.

SIMPLICITY—
RELIABILITY—
ECONOMY

A STANDARD SERIES

FOR WORKING ON CRUDE & RESIDUAL OILS OR REFINED PETROLEUM MANUFACTURED FOR BOTH MARINE AND LAND USE FROM

10 TO 450 B.H.P.

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WM. C JACK & CO., LTD.,
14, DES VOEUX ROAD CENTRAL, HONGKONG,
SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

[30

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

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